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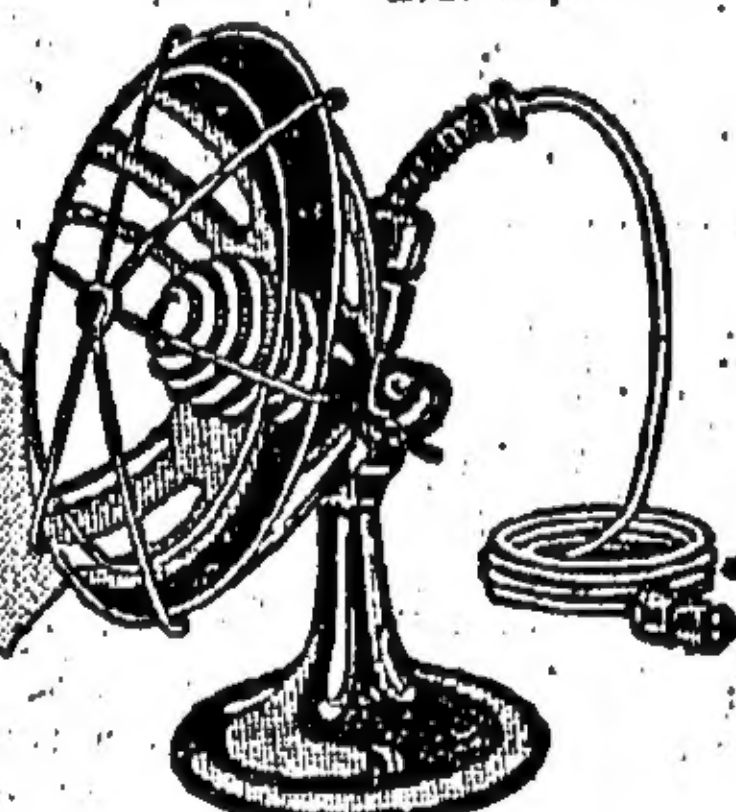
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AIRWAYS AND AVIATION.

BRITISH FLYING NEWS.

THE MIDDLE EAST ROUTE.

London, Dec. 29.—Notable figures about the performance of big three-engined air liners on the Middle East route operated by Imperial Airways between Cairo and Karachi, India, are now made public.

Towards the end of 1929 a fleet of five 14-seater "Hercules" biplanes were supplied by the de Havilland Aircraft Company and sent overseas. The craft attracted much expert attention at the time because of their big reserve of power and high performance. Maximum speed was about 130 miles an hour and flight with full load was easily maintained on the power of any two motors.

Three of the fleet have flown back and forth over the route constantly since the opening of the Cairo-Karachi service early in 1927. One of them carried Sir Samuel Hoare, then Air Minister, Lady Maud Hoare, and his suite over the greater part of the successful journey which inaugurated the service. The record of those three craft is implicit in the striking figures below:—

Aircraft	Miles	Hours
G-EBMW	171,000	1,071
G-EBMX	189,162	2,103
G-EBMY	178,409	2,075

A just "line" on these figures, representing for each machine an average yearly mileage of nearly 50,000, may be obtained by comparing them with figures achieved in the average lifetime of even the most expensive motor-cars. And it must be remembered that the pre-eminence of safety considerations in aircraft means that the three air liners are to-day as strong and as airworthy as they were on their first voyages.

A South American Tour.

Plans for the demonstration tour of a British service-type aircraft through South America are completed by the Westland Aircraft Works.

A "Wapiti" two-seater biplane, exactly similar to the aeroplanes used for general purpose flying in the Royal Air Force and in some Dominion air services, will be taken to Buenos Aires next February. At El Palomar aerodrome there it will be erected and tested in landplane form for three weeks of demonstration flights before the air service officials and pilots of South American countries, gathered in Buenos Aires to see the display of British aircraft, engines and accessories at the British Empire Trade Exhibition, which will be opened on March 14 by the Prince of Wales.

On concluding landplane flights the machine will be converted to a seaplane by the substitution of floats for the landing wheels and, demonstrated off Buenos Aires and, probably, at Montevideo for the following fortnight or so.

After a second quick change back to landplane the "Wapiti" is expected to fly before the chiefs of the Uruguayan air service. From Montevideo it will be flown along the civil air route by way of Mendoza to Chile. There again land and seaplane demonstration flights will be made.

The tour is scheduled to end in a flight back to Buenos Aires for unloading and shipment to England. The pilot detailed for this important task is Mr. H. J. Penrose, one of the test pilots of the Westland company.

The Prince's Official Plane.

The "Wapiti" chosen for the tour is constructed entirely of metal, except for the usual fabric covering to the wings, tail unit and fuselage. Powered with a 500 h.p. "Jupiter" air-cooled radial engine the machine climbs to a height of 5,000 feet, carrying a full load of nearly one ton, in 44 minutes and attains at that height a speed of 145 miles an hour.

For the many arduous duties expected of the Royal Air Force general purpose machine while it is in "Wapiti" kept especially standing by at Northolt Aerodrome, near London, that the Prince of Wales makes many of his official air journeys.

CHINA'S GROWING AIRWAYS.

The latest addition to China's commercial air services is that between Canton and Wuchow, linking for the first time by air the prosperous Southern provinces of Kwangtung and Kwangsi. There is fairly good river steamer communication between these two cities, but the airplane covers the distance in 90 minutes, as compared with a day's journey by water.

Along the Yangtze.

In the North, along the Yangtze Valley, there is a steady expansion of air services. Until recently the service between Shanghai and Hankow had been maintained regularly for a total mileage exceeding 350,000 without a single accident. This excellent record, however, was unfortunately broken on December 9, when a junk in the path of a machine just taking off from a river in Shanghai tore off a wing. The airplane crashed, and five persons were killed, two others escaping with injuries. Within a couple of hours, however, another machine was on its way to Hankow, thus maintaining the regular service with but little delay.

The Yangtze service has been now extended further up the river from Hankow to Ichang, which city is about 600 miles by air from Shanghai, and double that distance by river. Anking, the capital of Anhwei province, has been also added to the list of air-ports at which the machines of the China National Aviation Corporation make regular daily calls with and for passengers and mails.

Before long it is expected this Yangtze air service will be further extended to Chungking, in Szechuan, and later to Chengtu, the capital of that province.

Four German machines, intended for the Chungking-Hankow service, recently arrived at Shanghai by steamer, and were forwarded to Szechuan, where they will be assembled and tested at an early date. These four machines were ordered from Germany by General Liu Wen Hui, Chairman of the Szechuan Provincial Government, and will be employed early in 1931 for carrying passengers and mail between Chungking and Hankow.

Another daily air service which is expected to be opened very shortly will connect Nanking and Liaoning (Mukden), also carrying passengers and mails. At the time of writing the route is being surveyed by experts from the Aviation Department in the Ministry of War, who will select suitable landing-places at various cities along the route.

By Way of Siberia.

Still more ambitious is the plan to establish an air service between Nanking and Berlin, by way of Siberia. As soon as the winter's ice and snow have melted, work is to be started in Harbin to make an international airport at an estimated cost of three million dollars. This is expected to develop into a very important junction for Far Eastern air traffic, and will be on the direct route between the capitals of the Chinese and the German Republics. The Nanking Government and Lufthansa (the well-known German air-transport corporation) have already concluded preliminary arrangements concerning the establishment of a regular service between Nanking and Berlin, and there are good prospects for the inauguration of this new and important link during the coming summer.

Peiping is also to become a commercial air port before long, and it is hoped that early this year a regular service will be established, linking that city with the Nanking-Hankow line already referred to. This latter service has been maintained for more than a year with American machines and aviators, but the Chinese who have been undergoing training during that period will be qualified to take over the new line to be established this year running out of Peiping. The journey by rail between that city and Nanking takes more than two days, owing to the poor condition of the track and rolling-stock, whereas by air the distance will be covered in a few hours.

Rapid Progress.

Thus in North, South, and Central China, rapid extension of air services is going on, and will continue to expand. The work of building roads and bridges in China to carry motor traffic necessarily must be very slow; the construction of new railways must be even slower, but meanwhile there is an impatient demand throughout the country for air transport.

(Continued at foot of next column.)

THE ROUTE TO AFRICA.

SIR P. VAN RYNEVELD'S VIEWS.

Colonel Sir Pierre van Ryneveld, Director of Air Services in South Africa, who, by courtesy of the Union Government, has been in England for some weeks placing his knowledge of flying in Africa at the disposal of Imperial Airways in connection with the airline from England to South Africa—the first section, of which are to be opened early this year—left England on December 28 to resume his official duties in South Africa, after having had consultations with Imperial Airways experts on every aspect of the new route.

Summarising his impressions as to the scope for this trans-African air line, Sir Pierre, who in 1920 was the first pilot to fly from England to South Africa, says: "The first question is: 'can the 5,700 miles route be operated with a sufficient commercial reliability with such pilots, machines, and organisation as Imperial Airways can draw upon?' I am convinced, from my knowledge of flying in Africa, that it can. The dependence of ability and reserve of power of large multi-engine aircraft, such as Imperial Airways will employ, is one very important factor. Others are wireless direction and position finding, meteorological reports, and the aids to navigation which science can now give the airman."

Weather Problems.

"Special weather problems exist on various sections across Africa, but with the experience Imperial Airways can call upon to-day, as a result of 11 years' flying on the European and Indian routes, there should be no difficulty in overcoming them. I think, indeed, that regular commercial flying above Africa will be easier in certain respects than the operation of air services across Europe, where conditions which are so trying from a flying point of view have frequently to be encountered."

"I believe, too, that an African airway organised with the attention to every detail which Imperial Airways are bestowing on the task, should not only be far more comfortable for the traveller, but also definitely safer, than surface journeys across such virgin territories as lie along the route. "As for the potential traffic over such an air-line, this is undoubtedly immense. Apart from mail loads consigned between terminal points, there will be a large amount of intermediate traffic upon which to draw. I believe, too, that the existence of a trans-African airway, operating to schedule, will encourage settlement in territories which, when there is a regular airline that can be depended upon, will no longer seem so far from the Mother Country as it is the case to-day. The airway should, in fact, create traffic, stimulate development, and put a new and more favourable aspect upon many problems with which Africa is faced."

Interest of the Journey.

"In am convinced, furthermore, that the route should reap valuable and increasing traffic from tourists and travellers who wish to see, from an aerial view-point, those magnificent contrasts in scenery which Africa can provide. "It would be impossible to exaggerate the impressiveness of what one sees as one flies above all this wonderful country—deserts, mountains, rivers, lakes, with big game abounding, and nature unfolding itself in ever-changing kaleidoscope. "Seeing Africa by air should be a memorable experience for those—and I believe they will be many—who make up their minds to cross 'above' this great continent seated in an armchair in the saloon of an Imperial Airways liner."

country for an immediate speeding-up of communications. The airplane best meets that demand. It is comparatively cheap to buy, and the cost of upkeep is low. Given capable pilots and mechanics, the only other essential is the provision of landing-places, and of these there are plenty in the neighbourhood of China's great cities. Therefore, through the Republic of China, for out-carrying passengers, mail, and valuable freight is to be looked for during the coming years while the plans for constructing railways and trunk roads to carry motor traffic are being steadily proceeded with."

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 355 METRES.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1.30 p.m.—Weather report, Local time and Rugby Press news.
2 p.m.—Close down.

5 to 5.30 p.m.—European programme of Victor records selected and supplied by Messrs. Moutrie & Co.

5 to 5.40 p.m.—

Variety.

Monologue—"Bluebird"—A Bedtime Story.—Wish Wynne.
Song—"Blue Bird, Sing Me a Song."—Melville Gidcen (Bartone).

Humorous Song—"Soused 'Er-rings."—Will Kings.
Monologue—"Building a Chicken House."—Will Evans.

Vocal Duet—"Thinking of You." (from "The Five O'clock Girl").—Winnie Melville and Derek Oldham.

Humorous Song—"Bref" (King).—Suzette Tarr.
Monologue—"An Old Flame."—John Henry.

Humorous Song—"A Dicky Bird Told Me."—Ann Penn.
5.40 to 6.30 p.m.—

Orchestral.

"Londonderry Air" (arr. Grainger).—New Symphony Orch.
"Air on G String" (Bach).—New Symphony Orch.

"L'Amour Sorcier" (Love the Magician) (De Falla).—Symphony Orch.
"La Vida Breve" (Spanish Dance) (De Falla).—Symphony Orch.

"Fantasia and Fugue" (Bach, arr. Elgar).—London Symphony Orchestra.
"Bavarian Dance" (Elgar).—London Symphony Orch.

"Capriccio Italian" (Tchaikovsky).—Berlin State Opera Orchestra.
"Morning, Noon and Night in Vienna" (Suppe).—Vienna Philharmonic Orch.

7 p.m.—Stock quotations.

6.30 to 7.15 p.m.—

Concert Items.

Organ Solo—"A Brown Bird Singing" (Haydn Wood).—Reginald Fort.

Song—"Bird of Love Divine" (Haydn Wood).—Mavis Bennett (Soprano).

Song—"Valley of Laughter" (Sanderson).—Mavis Bennett (Soprano).

Pianoforte Solo—"Sonata in A Major" (Scriabin).—Mische Levitski.

Pianoforte Solo—"Eccossaise" (Beethoven).—Mische Levitski.

Song—"I Hear a Thrush at Eve" (Cadman).—Derek Oldham (Tenor).

Song—"Absent" (Metcalfe).—Derek Oldham (Tenor).

Violin Solo—"La Serenata" (Angel's Serenade) (Braga).—Marjorie Hayward.

Song—(a) "Lowlands," (b) "Highland Laddie" (arr. Taylor Harris).—John Gross and The Cathedral Male Voice Quartette.

Song—(a) "Blow the Man Down," (b) "Tom's Gone to Hilo" (arr. Terry).—John Gross and The Cathedral Male Voice Quartette.

Pianoforte Solo—"Staccato Etude" (Rubinstein).—Mische Levitski.

Pianoforte Solo—"La Campanella" (Paganini-Liszt).—Mische Levitski.

Song—"Blow, Blow Thou Winter Wind" (Sergeant).—Robert Radford (Bass).

7.15 to 7.50 p.m.—
Instrumental.
Introduction and Allegro for Harp With Strings and Woodwind Accompaniment.—Virtuoso String Quartette.

"Novellette No. 3" (Bridge).—Virtuoso String Quartette.
"Sonata No. 1" (Debussy).—May Harrison (Violinist) and Arnold Bax (Pianist).

7.50 to 8 p.m.—
Organ Solos.
"La Nuit" (Elert).—Harry Gross-Custard.

"Evening Song" (Bairdow).—Harry Gross-Custard.
8 p.m.—Ko Shing Theatre relay.
9 p.m.—Weather report, local time, etc.
11.30 p.m.—Close down.

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BOOKS and READERS
A FINE PICTURE OF INDIA
AND ITS PEOPLE.A FAREWELL TO INDIA. By Edward
Thompson. London: Ernest
Benn. Pp. 288. 7s. 6d. net.

Mr. Thompson is one of those who have done something to extend and to illuminate our knowledge of India, but he has no smug solution of its problems. His story opens in a corner of rural Bengal, and a first scene suggests that many of those who speak for India have not got beyond the non-essentials of Western civilisation. The chief character is a missionary and a devotee who can pose as a cynic and quote Henry's "Life is, I think, a blunder and a shame." He and his fellows are confronted with "an imperious and reckless Nationalism"; they are surrounded by mysteries and dangers, drawn to sympathise, provoked to reactions. There is much political detail, eloquent discussion from various points of view. Mr. Thompson does not undervalue the great work, done and doing, in dangerous and exasperating circumstances, by Englishmen in India, and he gives with emphasis the Counsel of perfection: "You have got to remain decent, however indecent the other side is." The group of English people described are fine types; they are sensitive, devoted, generally discreet; occasionally querulous, ecstatic, or fanatical. Here, too, are Indians worthy of their friendship, and others who go far to justify the question "Do you think a whole people can go mad together at one time?" Another suggestion is that India has abandoned facts in favour of abstractions. It is a charge commonly brought against the votaries of political freedom. Of Gandhi Mr. Thompson, or his mouthpiece, writes as "a man who had ceased to be one of us, and had become an elemental being"; he appreciates and he deplors. We are made to realise that a great change has come over India.

It would hardly be possible for one with Mr. Thompson's knowledge and experience to write in a purely artistic spirit. His book is full of criticism, explicit and implied. It includes desperate adventure among murderous ruffians, an appalling complexity of criminal design. It is passionately argumentative and the interest in character is secondary; there are passages which indicate an imaginative absorption in a great subject. To the uninitiated there is a good deal that may seem to lack explanation. A chaos of opinion prompts the declaration that "everyone in India, British and Indian, seems to have gone hysterical." Though the prospect is not hopeless in this liberal and humane review the book might be recommended to anyone of dogmatic disposition as a corrective. And it is wisely said of one of the characters that he "had won his battle, which is all any man or woman can do—just win his own individual battle for his own generation, against his own problems and his own trials."

AN AMERICAN'S WAR STORY.

"As I Saw It." By Alden Brooks.

What Mr. Brooks saw of the war he saw clearly and directly. But as an American he saw it only in 1918; his view, therefore, has certain limitations. He was attached to a French artillery group. His only contact with the English was after the German break through on the Fifth Army front, when he was with the guns among some French troops called upon to fill a gap. There were "occasional bitter devastating curses against the English" by the French officers; but this American saw "something of that spirit which kept the scene devoid of panic; beaten as they were, these Englishmen, they refused to radiate defeat."

Afterwards Mr. Brooks saw the Frenchmen who had cursed the English for giving way themselves falling back in the great French retreat to the Marne. He has a first-class, soldierly description of the second Marne battle. He is justly proud of the fighting qualities of the American troops; but was exasperated by the mismanagement of the Meuse-Argonne battle and the bad liaison. In all the phases of that battle, though it cost a hundred thousand men, the 1st American Army never broke through the German hinge and never reached Sedan.

Mr. Brooks is kindly in his references to his French comrades, but slyly ironical about some of the higher ranks. In fact, there were as many stupid generals in the French Army as in the others; the only difference seems to have been that the French were lazier.

John Mervin, unfairly, I think, we have to wait to hear what actually was said—there is little mystery left to be solved. On the other hand, Mr. Wallace has considerable fun at the expense of a "Soldier's Yard," a busy and a socialist turned employer, and so perhaps there is not much cause for complaint.

Clemenceau is reported to have said that if he told half the truth of what he knew of the war "no man would ever fight for his country again." Mr. Brooks has come to a few sharp conclusions about modern war which may be summarised as follows:—

War is a brutal chaos, governed by no laws.
Machines, not men, triumph.
Veterans are men who have learnt how to avoid danger and disobey orders—else they would not be veterans.

Men are not made by battle-frenzy into butchers and murderers.

Men in battle do not hate the enemy.

Nor do men in battle die willingly for their country.

FIVE POETESSES.

Behind the issue of A Fagot of Verse by Five Women (Sidgwick and Jackson, 7s. net) lies the tragedy of the economics of verse-publishing. For, on the evidence of Messrs. Sidgwick and Jackson, based on the experience of the last ten years, one verse-writer in a hundred gets his manuscript accepted. The successful ones make on the average about £20 each, and on that the publishers lose £12. All these five women were at first among the rejected, but they were rejected so reluctantly that the publishers decided on the venture of a "co-operative anthology." That, however, has the disadvantage that, unless the contributors are of equal merit, the inferior stand to suffer by a comparison enforced. And there can be no question that two of the five—Miss Elizabeth Holmes and Miss Aileen Barr—easily surpass the rest, or that their work ought to be published separately and in full. That is so, though Miss Holmes' cannot be completely judged, as it consists of extracts from a long narrative poem called "Margaret." But they are enough to proclaim the true poetic impulse and a clear originality of thought and expression. Miss Barr is purely lyrical and less original, with a less strict poetic visitation. But though her verse would stand a good deal of adjectival pruning, it is sensitive work, and much of it has emotional significance. The other three are Miss Isabel Butler, Miss Winifred Gill, and Miss Hester Marshall.

RICH WASTRELS.

A by no means delectable, picture of modern American life is to be found in Mr. Kahler's "Smart Setback." This book has wit of a kind, but it is a little difficult to become more than mildly interested in a set of rich wastrels, whose one object in life seems to be the regular assimilation of gin. They drink cocktails all day and all night, and one silly party follows another, and it is a mere wisp of a story that Mr. Kahler has to tell.

His Ryden is one of those young women who are apparently too "smart" to do anything but provide the gossip-writers with material for their daily columns. She has a husband whom she despises, and two children whom she rarely sees, and a succession of wearisome and half-hearted lovers. Life to her means nothing at all. Then a portrait-painter (who seems to have no time to paint portraits) comes, as they say, into her life, and jokingly boasts that he will give it a plot. He becomes her lover for a little while, and suggests becoming her second husband, but he is rather curtly dismissed when she takes to dressmaking. It seems that he has had a narrow escape! That there are amusing passages in the book, but it does not leave a very pleasant taste in the mouth.

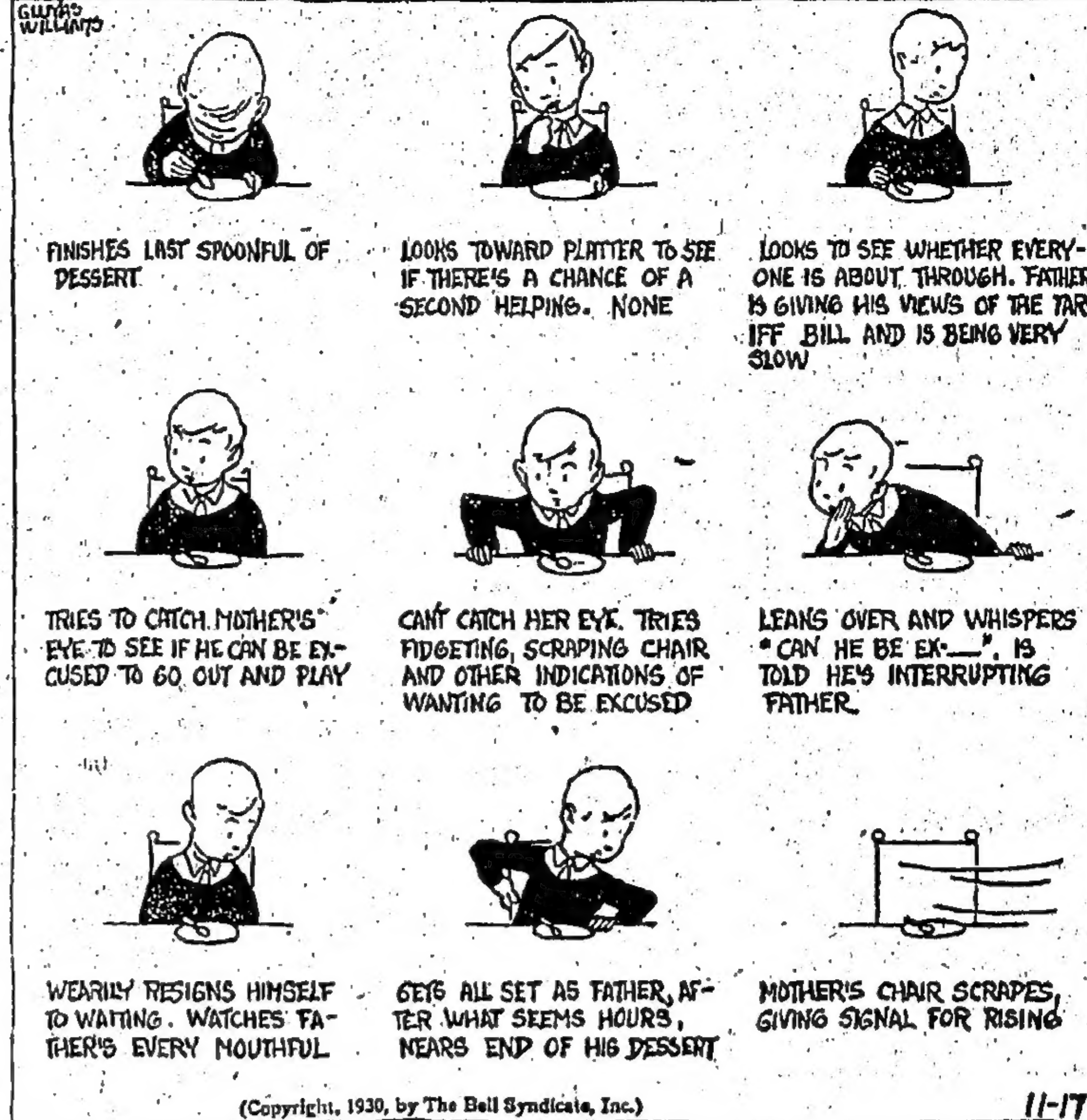
THE LADY OF ASCOT. By Edgar Wallace. (Hutchinson).

Can it really be that at long last even Mr. Edgar Wallace is overwriting himself! Although "The Lady of Ascot" begins in his very best style, it tapers off sadly enough towards the end. As is often the case in his stories, the reader is not always permitted to know which of the characters are to be classed with the heroes, and which with the villains; and in the new story legitimate doubts will arise not only about the immaculate Mr. Lester, who is so keen to marry the young Countess, but also about her strange guardian, Mrs. Carrawood. But once a whisper has passed between them, the rest is easy.

John Mervin, unfairly, I think, we have to wait to hear what actually was said—there is little mystery left to be solved. On the other hand, Mr. Wallace has considerable fun at the expense of a "Soldier's Yard," a busy and a socialist turned employer, and so perhaps there is not much cause for complaint.

SNAPSHOTS OF A BOY TRYING TO GET AWAY FROM THE TABLE

By GLUYAS WILLIAMS



NOVEL OF THE ENGLISH COUNTRYSIDE.

BROAD ACRES. By J. Elizabeth Cranswick. London: Constable & Co. Pp. 512.

Lovers of country life would do well to make a note of this novel, which in its naturalism, its simplicity and sincerity, carries on the true tradition of English pastoral fiction. The scene is Yorkshire, the people of the farming class, and the period the 'eighties, when a revival of horse-breeding helped the farmers to tide over some lean years. It is all very homely and close to the soil, and the characters fit admirably into the background: the picture we feel to be authentic. The story, too, is just such a simple and natural one as we should expect—an open-air story, devoid of sensational episode, but dramatic in its quiet way, and satisfying. Behind it, moreover, lies a wealth of references, pointing to a close and prolonged experience of the kind of life described. The characters grow upon us; they are very pleasant to live with. The final peace is reached through tragedy, wrongdoing, and weakness, yet not one person in the tale is unsympathetic. And this, too, is convincing: we feel that they have been seen and understood with the breadth of view and freedom from prejudice which mark the book's sanity and give it its agreeable tone. It is an old-fashioned world that is depicted, and one that must now be passing away. It had its faults, but to some of us its virtues are more apparent. At any rate, in these pages, one is glad for a while to linger in its warmer, mellow sunshine.

A bad fog like that experienced a month ago cost London a conservative estimate, £1,000,000 per day. Enormous damage is done to buildings by the soot deposit; thousands of pounds are spent in extra lighting; through absent customers and damage to goods; public transport companies are deprived of thousands of pounds in revenue, and railway companies are put to enormous expense for extra staff and supply of fog detonators. Theatres, restaurants, cinemas, whilst many pounds are paid in doctors' and chemists' bills through illnesses caused by fog.

CENTRAL THEATRE.

"M. ABA."

Photography in colour, as applied to the cinema, has without doubt made considerable advance, but whether it will eventually oust the familiar black and white movie is matter for conjecture. What is known as technicolour preserves the original scene in very faithful and wonderful manner, it is true, but imposes a greater strain on the eyes. The colour, in fact, has too great a brilliance. One has the impression of gazing at scenes perpetually in the glare of a tropical sun, and, after the first novelty has worn off, one begins to long for the relief of the colourless film with its cleverly achieved depths of light and shade. "Mamba," a Tiffany production recently shown at the Central Theatre afforded an opportunity of seeing this colour process at its best, the naturally attractive qualities of which were enhanced by the tropical nature of the settings. The film itself, with its simple story of love and hate, was well produced, and accurately cast. Ralph Forbes, as the young German officer, handled his part on strictly Teutonic lines and in the role of African trader, gross and cruel, Jean Hersholt achieved a minor masterpiece. Eleanor Boardman succeeded in conveying nobility and reserve as the cultured and self-sacrificing daughter of a noble family. Her lines, unfortunately, did not help her, being singularly trite and inane. However, there is the usual happy ending. The lovers are united, the villain is killed, and the British flag floats victoriously.

"THUNDERBOLT."

"Thunderbolt," which comes to the Central Theatre to-morrow, is big, tense, suspenseful drama, drawn on the background of the underworld of New York's Harlem, the great Negro belt where sensation-seeking Broadwayites go to dance shoulder-to-shoulder with the inhabitants of the black metropolis to the beat of staccato jazz. Its climatic scenes occur in the strange, intriguing and exciting death house at Sing Sing.

Richard Arlen, the likeable hero who thrilled audiences as the aviator of the famous "Wings," and Fay Wray, Eric von Stroheim's lovely heroine in "The Wedding March," support the star.

QUEEN'S THEATRE.

"CALL OF THE FLESH."

Ramon Navarro is well worth seeing at the Queen's Theatre. A talented singer as well as being an accomplished actor, he invests the part of a young operative star with engaging personality and charm of manner. He is at his best, perhaps, in the Neapolitan songs woven into the well-written story, but will please many also in the rather commonplace popular numbers specially written for the occasion. Ramon Navarro's performance provides a musical treat of the rarer kind. It is a delight to listen to him. Dorothy Jordan, who plays opposite Navarro, is irresistible in her petite and rather wistful way. Renee Adoree, who fancies herself flitted at the hands of Juan and Ernest Terrance, as the dear old maestro, in less important roles, deserve all praise as do also Nancy O'Neil, Mathilde Comont and Russell Hopton in minor parts. The photography throughout is the work of an artist and the sound is very clear and faithfully recorded. A most enjoyable production in every way.

"ROMANCE."

Greta Garbo will make her second all-talking picture appearance on Sunday at the Queen's Theatre in the celebrated Edward Sheldon drama "Romance," adapted to the screen by Bess Meredith and Edwin Justus Mayer and directed by Clarence Brown. Gavin Gordon, a newcomer to motion pictures, will play opposite the star and the cast will include Lewis Stone, Elliott Nugent, Florence Lake, Clara Blandick, Henry Armetta, Mathilde Comont and Countess de Ligner. "Romance" will be recalled as the outstanding hit on the New York stage in 1913, where it played to capacity audiences with Doris Keane in the starring rôle. Following a tour of the United States, the play was presented in London where it ran for three years. It was subsequently produced in France, South Africa, Australia, Italy, the Scandinavian countries, Holland, Roumania, Greece, Spain, Germany, Czechoslovakia, the Far East, Russia and Hungary, and in 1920 was made into a motion picture—silent of course.

CLASSIFIED ADVERTISEMENTS.

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TO LET—GROUND FLOOR OF No. 8, DES VOUEUX ROAD CENTRAL; At present in the Occupation of the NETHERLANDS INDIA COMMERCIAL BANK, Available from 1st APRIL 1931.—Apply to DAVID BASSOON & Co., Ltd. [10893]

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POSITION WANTED.

YOUNG PORTUGUESE LADY Seeks Employment as STENO-TYPIST, NURSE (Formerly of the MARLBOROUGH) or GOVERNESS. For Particulars please apply to Box 509, c/o Hong Kong Daily Press. [309]

POSITIONS VACANT.

WANTED—ENUMERATORS for the CENSUS. Knowledge of Chinese Essential. Work will take place in Evenings and on Saturday Afternoons and Sunday. Fee for the duty, \$30. Apply in Person to Superintendent of Census, MERCHANTS BANK BUILDING, 2nd Floor, between 4 and 6 P.M. [344]

WANTED IN MARCH, AN ELECTRICIAN to take charge of Maintenance of all Electrical Motors, Switch Gear, etc., in Large Manufacturing Concern in Hong Kong. State Experience, Salary required and send Copies of Testimonials.—Reply P.O. Box No. 525. [383]

WANTED.

WANTED—SECOND-HAND PIANO. Must be in Good Condition. State Maker's Name and Price.—Box No. 109, c/o Hong Kong Daily Press. [108]

FOR SALE.

A FEW HUNDRED SHARES of a Well-Established Lithographic Co. in Hong Kong. Fully Paid Share of \$10.00 Each. What Offer?—For Particulars please apply to Box No. 210, c/o Hong Kong Daily Press. [210]

ONE ORMOND Loud Speaker with Board. Willing to Sell for \$20.00 or Near Offer.—Please apply to Box No. 154, c/o Hong Kong Daily Press. [154]

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QUEEN'S

TO-DAY & TO-MORROW
At 2.30, 5.10, 7.15 & 9.20.

The romance of a convent girl and a café singer of So-ville is Novarro's finest talking role. His gay wit, his passionate love-making, his tragic acting, his glorious singing, make this an unforgettable event!

Ramon NOVARRO

with
DOROTHY JORDAN
RENEE ADOREE
NANCY O'NEIL
ERNEST TERRANCE
directed by
CLAUDE BIRNIN



CALL OF THE FLESH
Metro-Goldwyn-Mayer ALL TALKING

COMING SHORTLY

Again Garbo Triumphs!
The ever-changing, always
alluring first lady of the
screen.



Greta Garbo
in her
triumphant
successor to
Anna Christie
Romance

with LEWIS STONE
A Metro-Goldwyn-Mayer
ALL TALKING PICTURE

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TO-DAY & TO-MORROW
At 5.30 & 9.20.

A TENSE MURDER DRAMA

HOLMES

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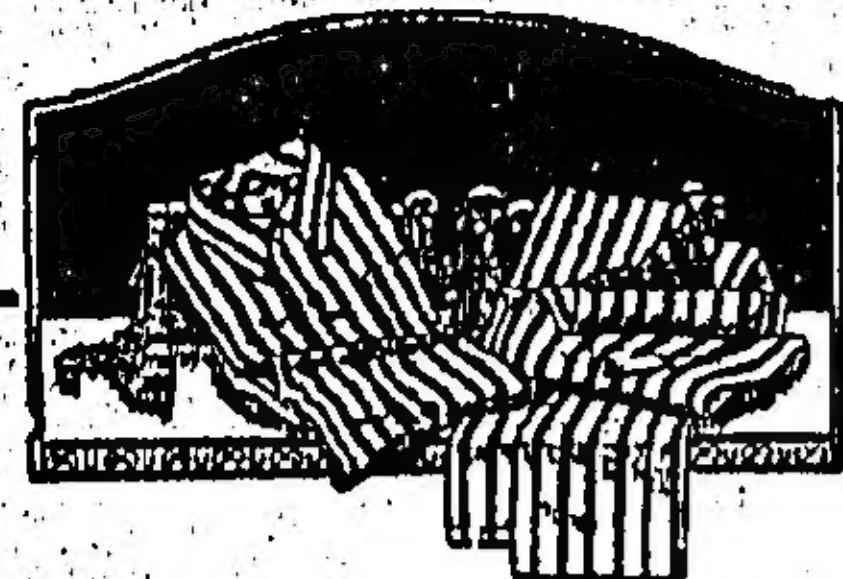
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A welcome change. If you are not drinking "RED HACKLE" you are not drinking the best. Try it for a change. You will continue to drink it from choice. Awarded First Prize in the Competition open to all whiskies at the Brewers' Exhibition in London. Try it and judge for yourself.

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Hong Kong.

THE BRITISH ECONOMIC MISSION.

BETTER UNDERSTANDING OF BRITISH MERCHANTS' POSITION.

TWO HUNDRED PRESENT AT BANQUET IN SHANGHAI.

Buoyant optimism dominated Sir Ernest Thompson's farewell speech to the 200 guests of the British Economic Mission at the Cathay Hotel, Shanghai, on January 23. The Chairman of the Mission playfully alluded to the "double coincidence" that the Mission's visit and that of a predecessor mission of 34 years ago were both marked by a distressing fall of the taol. The general tenor of his speech and also of that of Mr. Louis Beale, who was warmly applauded, as also was Sir Ernest, was a firm confidence in the ability of Great Britain to strengthen her commercial ties with her old customer, China, and in the vigour of the British nation to emerge with her trade traditions untarnished from the present economic depression. Sir Ernest touched on the silver situation with the terse comment that the world could not permit continuance of a monetary situation which put a check on much-needed trade recovery. Sir Peter Grain gracefully testified to Shanghai's hospitality and gratitude for the hospitality of that evening. Vice-Admiral Chen Shao Kwan happily testified to the good relations existing between the two countries and cordially acknowledged the Mission's friendly attitude. Among those present was Sir Meyrick Hewlett, who was warmly congratulated, amid cheers, by Sir Ernest on his recently-acquired honour.

MUTUAL GOOD WISHES EXCHANGED.

The dinner was in the nature of a farewell in view of the Mission having practically completed its work, and was attended by a distinguished gathering. Five toasts were given, the chairman, Sir Ernest Thompson, first of all proposing "Our Respective Rulers" and then "Our Guests," preceding the latter with a fine speech. Replies for the guests were made by Vice-Admiral Chen Shao Kwan and Sir Peter Grain, while the concluding speech was made by Mr. Louis Beale, of the Mission.

Admiral Chen in his speech thanked the Mission for the honour done to him in asking him to be present, and despite stating that he was a sailor and not used to making speeches, especially in broken English, went on and expressed well the fact that China is now undergoing a period of reconstruction, and that in this reconstruction there is a deal of room for the expansion of British trade.

He knew that the visit of the Mission to China would prove a success, and he hoped that they had seen all they wanted to see. It was his opinion that British trade was necessary for China, and that the visit of the Mission was important and timely. He wished the members of the Mission to convey to their comrades at home the hope that trade between the two countries would soon increase on a basis of mutual benefit. In conclusion he wished the members of the Mission good health and bon voyage, as well as an increase in trade and in friendship between the two peoples of Great Britain and China.

Chairman's Speech.

The Chairman said in part:—It is over four months since we left Home charged with the duty of investigation into, and reporting how, British trade with China can be increased. That this trade has, in the meantime, decreased is a matter of common knowledge, but for that you will not blame us but recognize that there is all the more reason for our exertions.

Although we have been such a short time here (and many of you have been here for a number of years) you may expect me to give some account of our impressions. To do so, however, is a difficult matter, because, having seen much and received a great deal of information, we must now sit down and do our best to extract from our impressions and information whatever can be put to practical use in arriving at a true picture of the problems of our trade with China. We shall do this with a fuller knowledge of, and sympathy with, the difficulties encountered by those doing business in China than we could possibly have had without a visit to this country.

Prospects with Peace.

With China a peaceful country her trading capacity and her import and export business will be enormously increased, and in this increase of foreign trade Great Britain desires to take an important share.

As far as the British Economic Mission is concerned we will lay before our producers and merchants at home all the facts and information that have been acquired in order to enable them to accomplish this object.

We wish to encourage them to make very effort to secure a larger share of China's trade.

The increased stability and security that we can confidently anticipate will attract to China the financial assistance which may be necessary during the period of reconstruction. In this direction Great Britain will, I am sure, be ready and willing to take her part.

Cotton and Woollen Trades.

As regards the important cotton and woollen textile trades, you are aware that these have had and are having our careful and closest investigation.

The results I cannot now state, but they should at least bring home more effectively than ever before to British producers the actual conditions in the Far Eastern markets. As regards the cotton trade I want to dispel any thought that in this trade Great Britain is a back number.

This cannot be said of a trade that still does almost half the international trade of the world in cotton goods, and it cannot be said of a trade which has sent here a Mission equipped, as the Cotton Mission is, and determined, as Lancashire is, that no effort be spared to secure an even larger share of the world's cotton trade.

I can also say that during our investigations in the East we have seen no cotton mill better equipped to produce, with efficiency, any cloth which may be required, than our own mills in Lancashire. You will thus realize that we do not despair of being able to carry out some part of the task allotted to us, but if trade is to revive here, at home, or elsewhere, the best atmosphere in which it can revive is one of returning confidence.

We have had, perhaps a little too much pessimism for too long a time and we have allowed ourselves to be discouraged unduly.

Flight Depression.

Surely now the time has arrived for us to fight this "depression" and to determine that no lack of confidence or courage shall stand in the way of our enjoying the benefits that must come before long to those who act with courage and determination.

I have referred to the necessity for China of peace and security. We experience to-night the pleasure of having, as our guests, important Chinese representatives. I desire, therefore, to express the hope that the "National Government" will succeed in their policy and be able, rapidly, to consolidate their position, thus preparing for, and promoting a great forward step in the history of China.

I am convinced that an end must come to the present world depression and so my last words will be that there is no need for any loss of confidence and that, although there are difficulties to be

met with great efforts at home supported by British people overseas, we shall still see our country holding her rightful and prominent position in the trade of the world.

Courtesy Appreciated.

Mr. Louis Beale spoke on behalf of the British Economic Mission in acknowledgment of the toast proposed by Sir Peter Grain. He said:—

We were sent here by our Government to investigate the position of British trade and to report what steps could be taken to improve it, but our task is very much wider than those few words indicate. In the first place we have come to a friendly country where, longer than any other nation, Britain has enjoyed an intercourse and intimacy with, I believe great benefit to both countries. It is our earnest hope that our trade relations may strengthen and grow still more; that we, on the one hand, shall be able to buy more of your products and on the other that we shall find an enlarged market here for goods which it will pay China to buy from us. We gratefully acknowledge the benefit which we have gained by a frank exchange of views during our investigations and visits, both with our own nationals and with our Chinese friends. We like to play a good clean hard game and shake hands at the finish. It is thus one gets to know the strength and the virtues of our friends and thus also are confidence and lasting friendships in business and commerce made. Hard things said—when they are true—do not hurt; on the contrary they are helpful to mutual understanding. At the same time we are sure that items like the Hankow manifesto do not represent the true China. Our one desire was to ascertain the truth, for it is on this basis alone that we can hope to build an enlarged and mutually profitable trade to and from China.

In arriving at this desirable condition of affairs, Britain stands ready and most willing, as she has always been, to assist China to take her place among the great nations of the world. We only ask for an equal opportunity with others and security for all.

Great Britain's Share.

We have been immensely impressed in our contacts with many parts of China by what Great Britain has done in promoting Chinese development. Banking, shipping, commerce and railways, the Maritime Customs, Shanghai harbour, and the lighting services maintained for navigation, are examples of modern usages which China has been able so usefully and profitably to weld into her life and these are, in the main, national foundations laid here by Great Britain. Our Chinese friends would be the first to recognize that Britain has played a major part in the upbuilding of Chinese commerce, and that we have left an example worthy of emulation by China herself. Modern commerce is increasingly complex. International finance, intense industrialism, and rapidity of communications have brought all countries into a close intimacy and provided a common world interest. There has thus grown up in the past 40 to 50 years a new standard by which the world's conduct is largely ruled and determined. It is the standard of economics, and it is a standard which gives China a wonderful opportunity. It is a standard too which will test the qualities and energies of all nations.

British Backbone.

There is no doubt at all that the backbone and the fibre of the British people are as good to-day as ever they were—not perhaps so quick to get into action as some would wish—but of inestimable value in days like these when the whole world is suffering from a lack of faith and courage. It has become a habit with a few pessimists to consider the Old Country as on its last legs. A greater mistake was never made. There are signs—sure signs—that out of the necessities of the time, there is emerging in Great Britain a determination—an insistence—to meet and overcome our difficulties. Great Britain is not a machine—it is a human unit—which will respond not only to the needs of its own people but to the needs of the world. The British do not profess what they do not intend to practice, and they do not intend to practice, before you

here to-night, that co-operation between all sections of industry at home will demonstrate beyond all doubt that Great Britain is foremost in the trade and commerce of the world.

NESTLÉ'S NATURAL MILK

IS PURE CREAMY SWISS MILK

China possesses all the constituents necessary to build up a great modern nation, an industrious and thrifty population, among which there are inventive and creative brains, a vast and diversified area capable of producing an infinite variety of food, and raw materials for industry and a geographical position favourable to foreign trade. As our esteemed leader has so truly said to-night, the greatest immediate needs of China are a stable government to ensure peace and security and the means of internal transportation and communication, which necessarily will mean sound financial schemes of helpfulness.

A Wonderful Prospect.

China is no place for selfish financial exploitation and no true friendly interest will desire to see her as such. But given true and friendly help the blessings and advantages of the modern world will be available to China. So vast is China's population and area that we can hardly visualize what a peaceful prosperous and internationally trading China would mean in the comity of nations, save that one quarter of the world's people would be brought into active partnership with the other three quarters to the great benefit of the whole.

Britain is ready and most willing to play her part in the great task which lies before China. Our universities and workshops are open to your young men for study and training; our country is a great market for many of your products; our wealth is ready with security and without exploitation to assist you in your development and progress and the hand of good will and good fellowship stretches out from Britain for you to grasp.

HONG KONG POLICE RESERVE.

[ORDERS ISSUED BY THE HON. MR. E. D. C. WOLFE, C.M.G., INSPECTOR-GENERAL OF POLICE.]

General.

Revolver Practice.—There will be no revolver practice at the Kennedy Road Range to-morrow.

Police Training School.

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held as usual to-morrow, at 5.30 p.m. All members of the Chinese Company, and of the Flying Squad who have not passed Part II. of Training Course should attend.

Squad Drill.

All recruits of the Chinese Company, and of the Flying Squad will attend at Central Police Station for Squad Drill on Thursday at 5.30 p.m. under L/Sergt. R333 A. W. Mooney.

Chinese Company.

Commendation.—L/Sgt. R43 Tso Chi On, of the Chinese Company, Hong Kong Police Reserve, is commended by the Hon. I.G.P. for zeal and alertness on December 21, 1930, in arresting one Wong Sing who was sentenced to four weeks' hard labour for larceny.

Flying Squad.

The weekly instructional patrol of the Kowloon Section will take place to-morrow. Fall in at Tsim-tai Firo Brigade Station at 5.30 p.m. sharp. Dress: Winter uniform and cap with white cover.

The final instructional patrol of the month of the Hong Kong Section will take place on Friday, and all members should take part in this patrol. Fall in at Central Police Station at 5.15 p.m. sharp. Dress: Winter uniform and cap with white cover.

Sharpshooters' Company.

Rifle Club.—The Rifle Club will hold a miniature range practice on Thursday at 5.15 p.m.

Rifle Practice.—A Company shoot will be held on the Stonecutters Island. Launch will leave the Police Pier, Kowloon, at 2 p.m. Uniform optional.

(Sgd.) D. L. KING, D.S.P. (R.).

SHIPS COLLIDE IN SHANGHAI.

HEAVY DAMAGE DONE TO S.S. NEW YORK.

HIT BY GLENAPP.

An unusual shipping accident occurred last Tuesday afternoon at Shanghai, when the steamers Glenapp and New York collided in the Astrac Channel. Damage to the extent of £15,000 was done, the latter ship suffering most.

Inward bound with a general cargo, the Glenapp, of the Glen Line, was coming up the Astrac Channel at 1.30 p.m., following the s.s. Rowena, which is under charter to the Kailan Mining Administration. The Glenapp apparently was overtaking the Rowena and had almost succeeded in doing so when the New York, outward bound with a cargo of timber, approached.

The Glenapp immediately altered course to starboard, which made it necessary for the Rowena, between the Glenapp and the west bank of the river, to turn towards the bank. The Rowena could not avoid the Astrac Channel No. 4 buoy, and hit it, damaging it badly.

For some reason or other the New York came towards the Glenapp, instead of away from it, and within a few seconds the ships had come into collision, but not before the Glenapp had turned slightly.

New York Hit Badly.

The New York suffered badly through the impact. There was a big gap in the side, part of the deck was stove in, and the fore-hold immediately commenced to flood, so that the ship was very soon down by the bow. The cargo of wood was exposed to view by the crack in the side.

The Glenapp suffered very much less as the ship had gone bow on into the New York. The top rows of plates on the starboard bow were buckled, there being a large gap between the first and second rows, while the stem suffered slightly. The accident rendered it impossible to work either bow anchor, so the ship on coming into harbour proceeded right up to the Dollar Wharf before swinging, followed by tugs, who had seen the signal indicating the ship was not fully under control.

The Glenapp went to No. 6 buoy, near the Italian cruiser Libia, while the New York turned back and went to the International Dock for examination.

THE KOCHOW AGROUND.

PASSENGERS TAKEN OFF BY S.S. ANJOU.

News that the river steamer Kochow is aground in the West River was brought to the Colony by the s.s. Anjou. It is presumed the accident happened on Sunday while the Kochow was on her way from Wuchow to this port.

Under the command of Captain Morgan, the Kochow left Hong Kong for Wuchow on January 21. The water on the West River at this time of the year is very shallow and during the last few weeks, some difficulty has been experienced by vessels going to and from Wuchow. The vessel got to Wuchow safely but on the return voyage, she had the misfortune to go aground about five miles below Samshui, near Campbell Island.

The Kochow had on board a considerable quantity of cargo and a number of passengers, and these were taken off by the s.s. Anjou which was following the Kochow, and taken to Hong Kong. We understand that an attempt was made to refloat the vessel yesterday, but as far as can be ascertained, it failed.

It will be remembered that the Kochow went aground in the West River last year when she was holed but whether she is damaged this time is not yet known.

KWANGSI PEACE PROSPECTS.**GENERAL CHEN LEAVES FOR NANKING CONFERENCE.**

[FROM OUR OWN CORRESPONDENT.]

CANTON, Jan. 26.
General Chen Tui Tong left Canton this afternoon by gunboat for Hong Kong en route to Nanking to confer with Marshal Chiang Kai Shek, Mr. T. V. Soong, and other high members of the National Government in connection with the peace movement in Kwangsi, and the proposed drastic decrease in the military budget consequent upon the conclusion of the Kwangsi campaign. The General was accompanied by a number of his subordinates.

In an interview with the local reporters this morning General Chen said that the prospects for peace in Kwangsi are bright indeed. "General Wong Shiu Hung," he went on, "is now in Nanking in conference with the National Government in connection with this movement for peace in Kwangsi. If General Wong is sincere, having the welfare of the people of Kwangsi at heart and acknowledging the authority of Nanking, I am sure the Central Authorities will adopt a most lenient attitude towards the Kwangsi leaders. When General Wong arrived in Hong Kong, I sent Mr. Ho Lo to meet him and urge him to come up to Canton to talk things over. But as he wanted to get to Nanking as soon as possible, he did not come. He promised, however, that he would come to Canton to see me after he had completed his mission in Nanking.

"That General Wong Shiu Hung really desires peace for Kwangsi was evident from the conditions which he proposed in the recent Hong Kong peace conference as a basis for settlement. His conditions were not in the least irrelevant or unacceptable. He requested, among other things, that his colleagues, Li Tsung Jen, Pei Chung Hsi and Chang Fat Fui, be given funds to take a trip abroad and that we lift the blockade of the West River and the Kwei River to restore river traffic to normalcy. Pei Chung Hsi, Chang Fat Fui and Li Tsung Jen are in full accord with General Wong Shiu Hung in regard to the restoration of peace in Kwangsi, and will turn over their military commands to Nanking and leave the province just as soon as a settlement has been effected. "I do not know whether or not Wong Shiu Hung will take over the administrative duties of Kwangsi. All that depends on Nanking and the General himself. The Kwangsi army under Li Tsung Jen, Pei Chung Hsi and Wong Shiu Hung is at present still 20,000 strong, but most of these troops belong to General Wong and are stationed in Kweilin, Luchow, Nanning and Pei Shih, awaiting reorganization, in accordance with the order of Nanking."

SWATOW CONSULAR CHANGE.

MR. A. P. BLUNT, C.M.G., TO RELIEVE MR. A. G. MAJOR.

[FROM A CORRESPONDENT.]

SWATOW, January 27.
Mr. A. P. Blunt, C.M.G., arrives here on January 30 to take over duties of H.B.M. Consul from Mr. A. G. Major who proceeds to Harbin to relieve Mr. C. F. Garstin, C.M.G., C.B.E., the Consul-General there who is going on home leave. Mr. Major has recently been promoted Consul-General.

HONG KONG-CANTON TELEPHONE.

READY BY THE END OF AUGUST.

Work on the Canton-Hong Kong telephone is progressing very rapidly. When interviewed by our representative yesterday, Mr. J. P. Sherry, manager of the Hong Kong Telephone Company, said that at the rate they were going, there was every prospect of the line being ready by about the end of August this year.

The first of the submarine cables which arrived from Hong on the ship yesterday will be laid on Friday morning, provided weather conditions are favourable.

"When the thing is completed," added Mr. Sherry, "business men will find it a great boon as one will then be able to talk to a person in Canton as easily as if he were in the next building."

ST. DAVID'S SOCIETY.**ANNUAL MEETING HELD YESTERDAY.****NEW OFFICERS ELECTED.**

The annual general meeting of the St. David's Society was held in the board room of the Hong Kong General Chamber of Commerce last evening when Mr. D. M. Richards presided.

In reviewing the activities of the Society during the past year, Mr. Richards said:—

On March 1, 1930, a wreath was laid on the Cenotaph by the President, supported by members of the Committee and other members. Telegraphic messages of congratulation were exchanged between the Society and Welsh Societies in Shanghai, Singapore and Bombay.

In the evening a dinner was held at Lane, Crawford's Restaurant, attended by members and their friends to the total number of nearly fifty. The thanks of the Committee are due to the following members who contributed to the programme of entertainment and helped to make the evening a success:—Mrs. Rendall, Mrs. Hooper, Mr. D. M. Richards, Mr. Phillips, Capt. Thomas and Mr. David Davies.

The Society again supported Earl Haig's Fund for disabled ex-service men by contributing \$30 for poppies which were designed in the form of the Welsh Dragon and laid on the Cenotaph on November 11.

The accounts call for little comment. Receipts from entrance fees and yearly subscriptions are normal. The reduced balance in hand, \$31.04, as compared \$77.42 last year, is accounted for by the fact that there have been no membership subscriptions; printing and advertising costs are also higher.

With these remarks I beg to propose the adoption of the report and accounts.

The Officers.

Addressing the gathering, Capt. Douglas said that it gave him much pleasure, in proposing Mr. G. S. Hugh-Jones as President for the ensuing year. The speaker said that Mr. Hugh-Jones had always been a very enthusiastic member and had put in a lot of hard work when he was secretary. He thought they owed it to him to make him President. The motion was seconded by Mr. D. M. Richards and was carried unanimously.

Mr. R. R. Davis was elected Vice-President, while Mr. F. R. Price was re-elected Hon. Secretary and Treasurer. The following were elected to serve on the dinner committee:—Mr. Hugh-Jones, Mr. Davis, Mrs. Hooper, Mrs. Rendall, Mr. Price and Mr. Richards.

Mr. Hugh-Jones remarked on the fact that the South Wales Borderers were now stationed in the Colony, and suggested that they should be invited to take part in their annual celebration. After further discussion, it was decided to hold a dinner on February 28, the ceremony at the Cenotaph to take place at 10 a.m. on the following morning.

Those present at the meeting were:—Messrs. D. M. Richards, G. S. Hugh-Jones, D. R. Davis, Capt. Thomas, Messrs. E. C. Thomas, W. T. Lewis, T. A. Hughes, F. Lloyd-Jones, E. R. Price and Mrs. Hooper and Mrs. Rendall.

WANCHAI SHOOTING AFFRAY.**DATE FIXED FOR HEARING.**

The case of Mrs. J. M. Xavier, who stands charged with an attempt on the life of Mr. A. J. Mantel at a flat in Lockhart Road on December 27, was again mentioned before Mr. R. E. Lindell at the Central Magistracy yesterday. Another charge which will be brought against the defendant is that of unlawful possession of a revolver with which it is alleged she wounded the complainant.

Mr. P. M. Hodgson, instructed since the last remand to appear for the defendant, made application for a further adjournment and a later date for hearing.

Det. Sub-Inspector M. Murphy informed the Court that Mr. Mantel left the hospital last Friday morning, provided weather conditions are favourable.

"When the thing is completed," added Mr. Sherry, "business men will find it a great boon as one will then be able to talk to a person in Canton as easily as if he were in the next building."

A STOLEN RING.**PAWNBROKER MAKES A MISTAKE.****RING RESTORED TO OWNER WITHOUT PAYMENT.**

An engagement-ring, stolen from the residence of Mr. H. J. Armstrong, solicitor, was yesterday restored to him by an order made on a pawnbroker by Mr. E. H. Williams.

In making the application for the recovery of the ring, Mr. Armstrong said he was prepared to compensate the pawnbroker.

Detective Sergeant O'Doherty informed his Worship that the pawnbroker took the ring to the Police immediately it was pawned. The accountant said that although the circular mentioned an engagement ring he did not think until later that the one pawned was the missing article as it did not bear a date.

It was pledged by two Chinese women who had demanded \$150 but later agreed to accept \$100.

Valued at \$500.

At the request of the Court, witnesses read the circular which mentioned a diamond engagement ring set with one big diamond in the centre and surrounded by eight smaller ones in platinum and gold and valued at \$500. He agreed that the description tallied with the ring which he had accepted in pawn.

His Worship: Why did you accept it?

Witness: At first I thought it should bear a name and the date of engagement.

Why did you take it to the Police?—Because it corresponded with the description.

That was half an hour afterwards. What led you only to suspect it half an hour afterwards?

Because the value in the stolen property list was \$500 and my valuation of that ring was about \$200.

How is it that it dawned on you half an hour afterwards?

His Worship pointed out that he should have noticed that the ring was the stolen one immediately it was pawned and then detained the two women.

Witness: I admit that it was a blunder on my part.

His Worship remarked that the description given was a good one and made an order for the return of the ring without payment.

AN UNREGISTERED MUI TSUI.**MISTRESS FINED AT KOWLOON.**

Before Mr. H. R. Butlers yesterday, a Chinese woman was charged with having in her employ an unregistered mui tsui between September 2 and October 10 last year and January 20 and 23 this year.

Mr. Q. A. A. Macfayden, of the S.C.A., prosecuted.

It was stated that the girl made a complaint to the police to the effect that she was assaulted by her mistress (the defendant). She was sent to hospital, where her injuries were found to be slight. Later the girl was taken to the S.C.A., as a result of which the present proceedings were taken against the woman.

Defendant told the Court that she left the Colony with the girl last October and forgot to register her when she returned. On Mr. Macfayden saying that he was not pressing the case, a fine of \$50 or one month's gaol was imposed.

DEAD BODY FOUND IN NULLAH.**MURDER SUSPECTED.**

Police investigations are proceeding following the discovery of the dead body of a Chinese in a nullah in Soy Street, Yau-mat. There were no external marks of violence on the body, but the discovery of a cloth bag in the man's mouth points to murder, and this point is being looked into at a post-mortem examination.

The deceased is believed to be a young man, about 25 years of age. A notice is reported to tally with the description of a man who is wanted by the police in connection with a recent murder in the same district. If the identity proved to be correct, revenge is probably the motive for the latest crime.

SHIP'S OFFICERS' PROMPT ACTION.**HANGSANG'S PART IN ALLEGED PIRACY.****RECENT INCIDENT NEAR BIAS BAY.**

Officers from the s.s. Hangsang related the part they played in the prevention of an alleged piracy attack off Pedro Blanco on January 4 last, when they gave evidence at Central Magistracy yesterday in the trial of the twelve men who were captured.

Mr. Paul Studdholme, third officer of the s.s. Hangsang, said that when he took over watch at 12.30 p.m. on January 4, he noticed three sails about three points from the starboard bow of the Hangsang.

There was no other vessel in sight, although witness occasionally saw the smoke of the s.s. Soochow, which was behind. It was a calm day and the speed at which the junks were travelling attracted his attention.

On looking through his glasses, witness saw two smaller junks following behind a larger craft. As the Hangsang drew closer, he saw that in all three junks the men were rowing hard. Then, as the steamer got closer still, witness saw the man at the tiller of the large junk waving something. By this time, the boats were about five points on the starboard bow at a distance of about one mile.

Continuing, witness said that by the time the Hangsang got almost abreast of the junks, he noticed that the leading one was altering its course to follow the Hangsang and that the men on board were all shouting.

Mr. Fitzroy:—In the leading junk?

Witness:—Just from the leading junk; not from the others.

Proceeding, witness said that when the crew of the leading junk realised that they could not cut off the Hangsang, they altered their course and tried to keep up with the steamer. One of the two smaller junks also altered course as if to cut off the large junk, putting the second of the smaller junks right astern.

Something Wrong.

It was obvious, continued witness, that there was something wrong, and he called out to the quartermaster to ascertain what the men were shouting. The helm of the Hangsang was then put half port and the "stand-by" signal was cabled to the engine room. At the same time, the captain, who was having his tiffin, was summoned to the bridge.

Mr. Fitzroy:—When you turned the ship's head to starboard what happened?

Witness:—The two smaller junks altered their courses and headed towards the land, in different directions.

Witness added that he left the bridge as soon as the captain arrived and went to the armoury, where he procured six rifles, two of which he loaded, while the first officer loaded the others. The Hangsang was manoeuvred around and proceeded to take the large junk in tow. The crew wanted the Hangsang to tow them in any direction away from the other two junks.

"We were a little bit doubtful," added witness, "and thought they only wanted us to stop."

Mr. Fitzroy:—It might have been an attempt to pirate you?

Witness continued that he and the chief officer went to the stern of the Hangsang and covered the crew of the large junk with rifles until they went alongside.

Mr. Fitzroy:—And when they came alongside, what state were they in?—They were just about played out, I should say.

The commander of the ship examined the junk's papers and, being satisfied, the junk was taken in tow.

Something Thrown Overboard.

Continuing witness said that the Hangsang then made towards land chasing out of the two smaller junks. As they got closer, witness, who was talking to the chief officer, saw something thrown overboard.

(Continued on next Column)

ATTEMPTED ARMED ROBBERY.**ASSAILANTS AGAIN ESCAPE.**

Wong Mi, a widow, who resides at No. 60, Kennedy Road has reported to the Police that at about 11.45 a.m. yesterday five men, two of them armed with butchers knives, entered her house, and bound and gagged her and her amah, with clothes which the robbers had brought with them.

Whilst the robbers were engaged in tying up their victims, a police whistle was blown from house No. 65, Kennedy Road, and the robbers made good their escape. Nothing was stolen from the house.

DEATH OF A U.S. NAVAL OFFICER.**IMPRESSIVE TRIBUTE BY COLLEAGUES.**

Full naval honours were accorded when the body of the late Capt. A. K. Schoop, commander of the United States Naval Patrol of South China, was landed at the Kowloon Pier for transhipment to the s.s. President Jackson, which is conveying the remains back to the United States for burial.

A British guard of honour under a Commander, R.N., was drawn up near the landing stage, and on the wharf itself were assembled a number of American officers, and men and many British and French naval and military officers. The coffin, draped with the Stars and Stripes, was carried on a British Army lorry and following it were cars carrying a wealth of floral tributes. Behind the cars marched the long procession of naval officers and ratings, forming an escort to the s.s. President Jackson, where the ship's officers duly received the remains.

All warships flew their ensigns, and the Stars and Stripes at half-mast during the afternoon.

As the Hangsang drew close to the junk, the crew was ordered to lower its sail, and whilst it was still about 70 or 80 yards away witness saw something else thrown overboard. Witness mentioned that when they came in sight of this junk, after having taken the large one in tow, he could only see three men, whereas before he had seen six. The other three had disappeared.

The Hangsang remained with the junk until the arrival of H.M.S. Somers and then handed over the captives.

Mr. Fitzroy:—What about the other junk? What did you see of her?—I didn't see anything of the other junk until the Soochow came on the scene. When the Soochow came up she took charge of her.

Did you see the Soochow round up the other junk?—No, I saw her on several occasions but didn't see her go for the other junk.

You know it was the other junk she had?—Oh, yes; it was the other junk she had.

Chief Officer's Story.

Mr. James Moodie, chief officer of the Hangsang, stated that, attracted by a considerable amount of shouting, he ran from the dining saloon, where he was having his tiffin, on to the main deck. The ship was swung round in the direction of three junks. He observed that the larger of the three junks, then about half-a-mile away, was being vigorously rowed in the ship's direction, with its sail all set.

The two other junks had the appearance of pursuing it, one being almost dead astern and the other coming in, as if to cut it off from the ship. These two pursuing junks were also being vigorously rowed, with their sails up.

As soon as the two smaller junks saw the ship making for them, they altered their course, both heading in different directions.

"We got the other junk alongside," said witness "I received a report from the master and was handed the junk's papers, and I proceeded to take her in tow. A couple of minutes afterwards, the two rope parted, and we left her to go after the other two junks."

Witness said as they were closing in on the junks, he saw a considerable amount of stuff being thrown overboard from both craft at short intervals. He was too far off to see what the stuff was. As the Hangsang got up to one of the junks, the latter headed out to sea again, but was stopped. Just as the Somers came up, he again saw something being thrown overboard.

The other fugitive junk was under observation all the time. Witness said the crew of the junk captured by his ship was not in the same exhausted condition as the crew of the junk he first took in tow.

The case was adjourned.

POWELL'S**ANNUAL WINTER****SALE****NOW ON**

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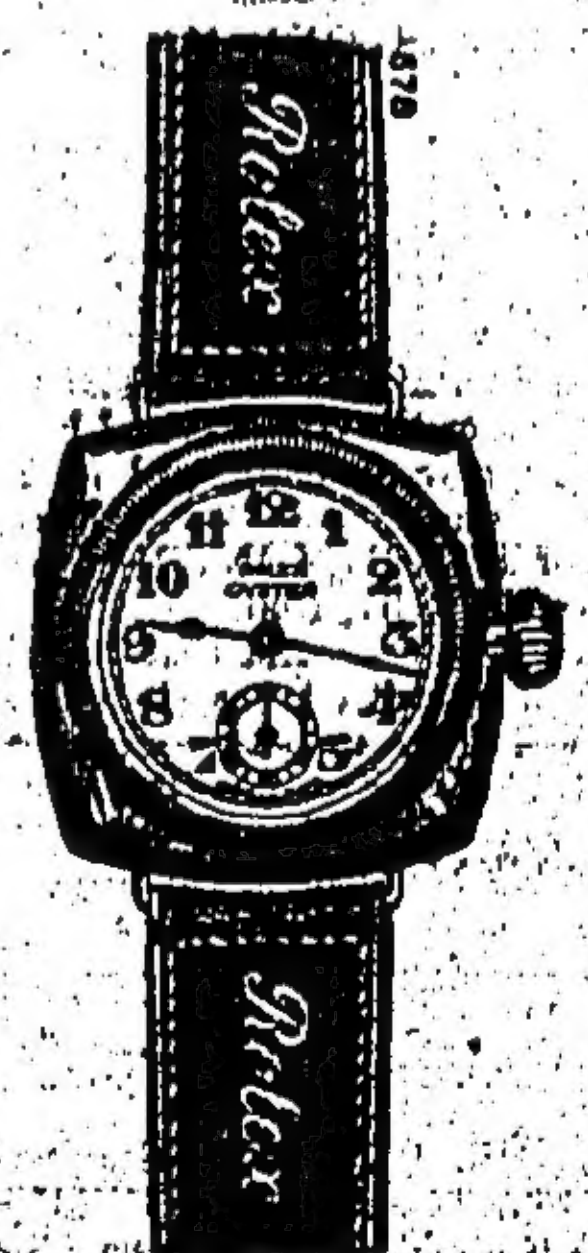
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FANLING HUNT & RACE CLUB.

A PAPER HUNT will be held on
SUNDAY, FEBRUARY 1st.
Meet POTTS' BUNGALOW at 8.15
P.M. [241]

FANLING HUNT & RACE CLUB.

STEEPLECHASE MEETINGS will
be held at KWAN TI RACE
COURSE on SUNDAY, FEBRUARY
2nd, and SUNDAY, MARCH 2nd.
ENTRIES for the FEBRUARY
MEETING CLOSE on WEDNES-
DAY, JANUARY 28th, at NOON
to Messrs. THOMSON & Co., YORK
BUILDINGS. [240]

WAR DEPARTMENT
CONTRACTS.

POTATOES, ONIONS, SUGAR
AND MUSTARD.

SEALED TENDERS will be
received at the Office of the
OFFICER COMMANDING, ROYAL
ARMY SERVICE CORPS, HONG KONG,
at NOON on MONDAY, FEBRUARY
2nd, 1931, for the SUPPLY of Potatoes,
Onions, Sugar and Mustard to Troops
in the Hong Kong Area, during a
period of THREE MONTHS commencing
1st MARCH, 1931.

Form of Tender and Full Particulars
in connection with these Contracts can
be obtained by a Letter addressed to
O.C. R.A.S.C., VICTORIA BARRACKS, or
in person between the hours of 9 A.M.
and 1 P.M. Daily, except Sundays. [237]

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WEATHER REPORT.

Yesterday's weather report, fore-
cast and remarks, issued by the
Royal Observatory at 6.30 p.m.,
stated:—

The anti-cyclone central over N.
China has strengthened. Freshen-
ing monsoon along the S.E. Coast
of China and over the North China
Sea.

Local Forecast:—N.E. winds,
freshening; fair at first, drizzle or
mist later, becoming colder.

BIRTHS.

Ozorio.—On January 22, at Shang-
hai, to Mr. and Mrs. A. Ozorio,
a daughter.

Russell.—On January 22, at Shang-
hai, to Mr. and Mrs. W. J.
Russell, a son.

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HONG KONG, JANUARY 27, 1931.

GOLD.

It is a curious commentary upon
human psychology that at the pre-
sent moment the primary need of
mankind should be the discovery
of new sources of gold. In this
age of science and enlightenment
one might expect it to be radium,
which cures cancer, or tungsten,
which, as an alloy, increases the
strength of steel, or even a death
ray, which would make war im-
possible. There are twenty million
unemployed, so the League of
Nations broadcasts from Geneva;
China, comprising within its bor-
ders a quarter of the human race,
wants both to buy and sell; and
to modernise her vast area; there
are numbers of persons starving
for want of bread, and yet the
wheat glut is so great that grain
is being used as indifferent fuel for
furnaces.

The remedy, high financiers tell
us, is not to be found in organisa-
tion, or good-will, but only in
placing more gold on the market.
Gold was a discovery of the
ancient Pharaohs of Egypt, and
they prized it less for its beauty
and its immunity to rust than for
its magical properties in guarding
the health and the life of those who
wore emblems and amulets made
of this rare metal, that shone like
flame, the Sun God. Five thousand
years later gold remains the
amulet of prosperity, or, as it is
less honestly put, the lubricant,
without which a paralysing fric-
tion seizes the industrial machinery
of production and distribution.

It is so precious to-day that we
do not even dare to decorate our
temples with gold, as Solomon
did; we do not adorn our monarchs,
political and financial, with crowns
and breastplates. Probably Mr.
Rockefeller has a gun-metal watch,
and he certainly does not eat off
gold plate. Like misers we bury
our gold in vaults in the depths
of the earth. Would civilization
collapse if our bankers found one
morning that their gold had
vanished? Presumably it would.
Panic would spread downwards till
the clerk left his ledger, the peasant
his fields and the coolie his load,
to indulge in a wild and senseless
panic. And yet gold is useless
except as ornament, and metal-
lurgists say that they can blend
a brass equally resistant to rust
and indistinguishable from gold in
weight and appearance! Whom
the gods destroy they first make
mad! One of the chief causes of
the fall of Roman civilisation,
more potent than luxury and
corruption, than the ravages of
malaria and the decrease of civil
spirit, is said to have been the lack
of precious metals. Rome's finan-
cial credit fell and only gold could
iron legions lost heart.

It is not surprising that the
amazing value of gold should in-
crease the difficulty of production.

Those who have it, or think they
have it, guard their possession
with savage jealousy. Two of the
more promising fields for gold
mining at the present time appear
to be China and Siberia. What
may be expected in Siberia was
shown by the incident of the
Lena Valley Gold-fields Concession.
Mining rights were granted to a
British company, but, when some
degree of success was in sight,
the Soviet requisition soon got to
work and, having obtained what
they could from the foreigners,
bundled them out of the country.
Now, according to a writer in the
North-China Daily News, not much
better treatment is being given to
European miners in Manchuria.
According to this authority, "Chi-
nese mining laws are almost pro-
hibitive, as the person who dis-
covers and stakes a gold claim has
not a prior right to the property,
as in all other countries. As soon
as notice is given to the authorities
by some person that he is anxious
to work a certain claim, which he
has staked, other persons who get
to hear of it immediately proceed
to offer better terms to the authori-
ties, and thus the matter hangs
fire for months." It is all very
trying, but, taking an impartial
view, the ill-timed caution that
prevents a government allowing the
free mining of gold, lest a good
thing be lost, is not more foolish
than the greed and stupidity which
places so fantastic a value upon
gold. If Europe goes mad in its
worship of the golden calf, China
and Russia cannot be altogether
blamed for taking somewhat extra-
ordinary measures to secure them-
selves against any mysterious whis-
king away of their share of the
precious idol.

AVIATION RESEARCH IN ENGLAND.

RESEARCH in British laboratories
is leading steadily to an event
which may revolutionise aviation—
the production of a new "com-
pression-ignition" engine running
on heavy oil instead of on volatile
and inflammable spirit. Power
units of this type possess great
advantages in aircraft operation,
apart from the greatly diminished
risk of fire. They consume less
weight of fuel than a petrol engine
and are far less complicated. Fur-
ther, the successful engine of this
type is certain to be more durable
and to require less attention than
even the best petrol-consuming
units. The explosive mixture in the
cylinders is fired simply by high
compression without the interven-
tion of a magneto or accumulator. Fuel
economy in any kind of internal
combustion engine depends to a
large extent on the pressure at
which the mixture is fired, and the
"compression-ignition" unit is
accordingly less voracious of fuel
than a petrol motor. The result
is, that, although the oil engine is
inevitably heavier than the petrol-
consuming engine, it is much more
economical on long flights. It is
generally estimated that, employ-
ing "compression-ignition" motors
of weights which could be attained
in the present state of knowledge,
an aeroplane would become more
economical than a petrol-burning
craft of equivalent horse-power
after the first ten hours of flight.

In this way the effective range of
aircraft may be considerably in-
creased without adding to the
laden weight of the machine at the
moment of ascent. At the end of
last year, details were revealed of
work done at the instruction of the
Air Ministry in the conversion of
certain types of Rolls-Royce aero
engines to "compression-ignition"
working. Experts at the Royal
Aircraft Establishment, Farn-
borough, designed a "special com-
ponent parts" for a "Condor" 650
horse-power unit, and, in its
guise, the engine has maintained
steady and economical output of
power. A second engine, in form
a converted "F" type unit, (de-
veloping in its normal petrol-burn-
ing shape about 500 horse-power) is
being fitted with special parts for
oil-burning and was due to begin
test running early this year. These
experiments, if successful, will be of
the very greatest value to British
aviation, which is, essentially, long
distance flying. It is not a ques-
tion of quick flights of a few hun-
dreds of miles, but of covering
huge distances, between different
parts of the Empire. On Page 2
we give Sir Pierre Van Ryneveld's
views of the England to South
Africa Air Route, which Imperial
 Airways, Ltd., aims at establishing.
The trail blazed by Sir Alex. Cochrane
in being marked commercial route
between the Cape and London, will
still depend on what English ex-
perimenters can achieve in the
quiet of the laboratories as much
as upon the skill and hardihood of
the pioneers.

★ News and Views ★

Tolley's Future.

The announcement that Cyril
Tolley, the former British amateur
golf champion, intends to take up
his residence, at least for the next
few years, in the United States is
not altogether surprising. For two
or three years Tolley has been
engaged in Stock Exchange affairs,
and much of his time has been
spent in New York. Now that he
has gone into the insurance busi-
ness in New York Tolley will find
that ties of his office there will not
permit of his making frequent
journeys to England for golf. It
is probable that Tolley will come
to England in time to take part
in the amateur championship next
year, but apart from the cham-
pionship events he is unlikely to be
seen much in England for some
time to come.

Prince Champagne.

Nineteen hundred and thirty has
been a sorry year for champagne,
as for so many other good things.
At other times, this prince among
wines may be an exclusive gentle-
man, whose personal acquaintance
cannot be cultivated by all; but
at this time of the year he moves
freely about and cheers tens of
thousands by his presence. And
what a rare character is his! He
has been most severely brought up.
For many years in his youth he
led a hermitic existence. Deep
down in his cave below Rheims he
lay meditating and growing,
developing that sparkle which will
make him a gay and heartening
companion wherever destiny may
call upon him to play his part.
Delicate, perhaps, in boyhood; but
what a brave and gallant man!
The moment he has come of age
you may take him out and pack
him off to the north of Norway in
winter or to Cairo in midsummer,
and he will come up gay and
sparkling. Nor does he keep his
hearted, and his one ambition is
that others may enjoy themselves
at his expense. Oh, what a creator
of optimism is here, and what a
liberator of bright ideas! Inver-
terate foe of the morose and friend
of hilarity, he is yet the most
wholesome of companions, and
never lets anybody down who treats
him properly; and does not pre-
sume too much upon his acquaint-
ance. Unlike some of his lesser
colleagues among wines he is much
more likely to take away a head-
ache than to give one, and he is
always delighted to help in making
up a quarrel. "Alas, what various
tastes in food divide the human
brotherhood," bewails Mr. Hilaire
Belloc. But let him drown his
regrets and write an ode to Prince
Champagne, who at this very time
is uniting hundreds of thousands
of merry-makers of every race in
every climate in one huge bubble of
enjoyment. *The Times*, December 24.

Roomiest Theatre in London.

The new Sadler's Wells Theatre
is the most commodious playhouse
in London. It can accommodate
2,000 people. All the seats are
comfortable, and the 6d. gallery is
a dream. The gallery first-nighters,
who are always grumbling about
the bad galleries in London
theatres, and with reason, should
be fully satisfied. There is as much
room in the foyers as one finds
in a Continental theatre, and the
dressing-rooms are the best in any
London theatre. The decoration,
simple and dignified. The rivers
which used to run under the old
theatre, and were very useful for
a supply of water in such plays
as "Colleen Bawn," have been
dammed up, but the original well
still exists at the back of the pit
and is covered by a heavy grating.

Britain's Budget.

Treasury returns of revenue and
expenditure for the nine months
ended on December 31 show a pre-
sent deficit of £180,600,487, and in-
dicate that the Chancellor of the
Exchequer is likely to be faced
with a deficit at the end of the
Budget year on March 31, although
the January-March quarter always
brings in more revenue than any
other. Expenditure, so far, includ-
ing sinking fund, has amounted to
£316,043,741, and revenue to
£435,343,254. Ordinary expenditure
is up by nearly £26,000,000. Re-
venue is up by £16,809,000, but
£16,000,000 of this is taken from the
rating relief suspense account. A
deficit at this period is usual, but
the present deficiency of £180,600,487
compares with one of £169,797,586
on December 31, 1929, and
£137,770,150 on December 31, 1928.
The financial year ending in March
last had a deficit of £14,600,000.

Lord Burghley's Next "Hurdle."

It is probable that Lord Burghley
will shortly stand for Parliament
in the Conservative interest. He
has had a brilliant and, in many
respects, a romantic sporting
career; and, certainly, no man
has done more to popularise ath-
letics with the British public during
the post-war generation. Although
he went up to Cambridge University
in 1923, he failed to gain a place
in the Cambridge team of 1921
against Oxford, and was actually
awarded his international colours,
and represented Great Britain in
the Olympic Games at Paris in
1924 before he gained his Blue.
From 1925 to 1927 he won both
hurdle races at the Inter-University
sports and, in the latter year,
made English hurdle records for
120 yards (14.4 seconds), 220 yards
(24.7-10 seconds) and 440 yards
(15.5 seconds). This year he returned
14 seconds for 120 yards hurdles, but
the record could not be passed as
there were only two timekeepers,
but at the A.A.A. championships
he secured one new record with 53
4 seconds for the 440 yards low
hurdles.

★ Local Notes and Events ★

Two cases of typhoid (both Chi-
nese) were reported for the 48 hours
ended January 25.

Disturbed after they had gained
entry into 50, Kennedy Road,
ground floor, six armed robbers
left the premises without stealing
anything. The police were notified
and investigations are now proceed-
ing.

In order to check the activities
of pirates at Bins Bay, the Naval
Headquarters at Canton, it is re-
ported, have despatched three gun-
boats to be permanently stationed
there.

Capt. E. Aikman, R.N.R., will
speak on "The Evolution of Trans-
port by Sea in Recent Times" at
to-day's meeting of the Rotary Club,
which will be held, as usual, at
Lane, Crawford's Restaurant at 1
p.m.

Convicted on a charge of board-
ing the s.s. Hong Peng without
the permission of the master or an
officer of the ship, a boarding-house
runner, with a previous conviction
for a similar offence, was fined \$35
at the Marine Court yesterday.

The case in which Khem Singh,
a money-lender, of 3, Parkes
Street, is charged with dealing in
or pretending to deal in a dan-
gerous drug, viz., morphine, on
January 13, without being in possession
of a licence from the Superintendent
of the Import and Export De-
partment, was remanded yesterday
until February 13.

The annual inspection of the St.
John Ambulance Brigade by H.E.
the Governor will be held on the
South China Athletic football
ground on Monday, February 3,
at 5.15 p.m. and a cordial in-
vitation to attend is extended to
those members of the public who
are interested in the movement.
By kind permission of the O.C., the
band of the South Wales Borderers
will be in attendance.

Mr. C. S. Kwok, principal of the
Chun-Shing Typewriting School,
will on April 1, hold an inter-
national competition in typewriting.
The supervisors will be the
Director of Education, and Mr.
MacKnight, Manager of Mustard
& Company, Ltd. The examiner
will be Mr. C. S. Kwok. Names
can be entered at any time now.
The prizes will be:—One silver
medal for the first; one silver cup
for the second; one silver cup for
the third; one silver cup for the
fourth; and one gold badge for the
fifth.

Due to arrive at Hong Kong on
February 3 on the s.s. Andro-
Lebon, is a large party of Cal-
ifornians under the direction of
Mrs. D. F. Robertson, of the D.
P. Robertson Travel Bureau, Los
Angeles, en route around the
world. Included in the party are:
Mr. J. A. Nix, former City Pro-
secutor of Los Angeles, accom-
panied by Mrs. Nix, Mr. F. R.
Weaver, Building Contractor, ac-
companied by Mrs. Weaver, Dr.
W. M. Hudson, Physician and
Surgeon, accompanied by Mrs. Hudson,
and Mr. J. W. Jamieson,
Customs Inspector, Los Angeles.
This is Mrs. Robertson's seventh
tour around the world.

Chelsea Arts Ball.

It is the fashion to say that the
Chelsea Arts Ball at the Albert
Hall on New Year's Eve is a matter
of Suburbia aping Bohemia, with
Be-gravin as a dash of absinthe.
Whatever the mixture, it was cer-
tainly a merry one on December
31 last. Those who at that period
were unable to obtain alcoholic re-
freshment were possibly consoled
by the sight in the centre of the
dancing floor of a champagne bottle
as high as a church-steeple, sur-
rounded by monster glasses. At
one moment this was stormed by
a band of revellers, whom the police
promptly dealt with. But there
were sham as well as real police
present.

Local Goods v. Imports.

An attempt has been made to
suggest that this paper has been
advocating the purchase of Chinese
as against British goods. The
author of this notion writes in such
a pathos that he has left himself no
time to think. Everyone knows
that for quality British goods have
no equal. But the price is gener-
ally high, and many people have
had, for a very long time past, to
ration their purchase of British
imports very severely. A huge pro-
portion of the foreign articles sold
in Hong Kong do not come either
from England or from the British
Empire. We all buy British goods
when we can, whether it is a ques-
tion either of clothes, or shoes, or
tinned foods. But when it is a
choice between things produced in
foreign countries and those of Hong
Kong itself, or China, of which we
are an economic part, it is nonsense
to suggest that a sentimental pre-
ference for the imported goods
should be shown. The boot is on
the other leg! The little tirade to
which we refer includes in its ban
even local products, advertised in
the columns of the paper that
makes this attack. The instance of
silk stockings is quoted. British
silk stockings will always sell, be-
cause of their quality, but why any-
one should be in honour bound to
buy those of America or Japan in
preference to those of Kowloon and
Canton is not easy to see. Local
enterprise needs support, not crab-
bing, at this moment.

Putney Bridge.

The London County Council have
awarded to Messrs. Dorman, Long
& Co., Ltd., of Middlesbrough and
London, the contract for the widen-
ing of the existing Putney Bridge
over the Thames. The contract,
which was let for a price of £237,000,
involves the widening of the bridge
by 20 feet over its entire length;
28 feet will be added to the road-
way and one foot to each of the
two footways. There will be four
new abutments and two new abut-
ments, and the new foundations will
be subjected to a test-load of 3,000
tons before they are joined up with
the existing piers. The new arches
are to be of Cornish granite to
match the existing structures, and
the existing masonry of piers, spandril
wall and balustrade will be used on
the new face. The work will prob-
ably occupy over two years, and
give employment on the site to
about 100 men. All materials em-
ployed will be British.

Looking Back 25 Years.

The practice of farming tickets
for admission to the best parts of
native theatres has long been a
source of trouble to the police in
Hong Kong. Some outsiders pro-
cure all the dollar tickets for front
seats and offer these for sale at the
entrance at perhaps one dollar ten
cents. As the intending visitor
cannot obtain the tickets in any
other way he is bound to pay the
enhanced price or content himself
with a cheaper and less convenient
seat. Not a few Chinese make a
living in this way, and though the
police are endeavouring to suppress
the practice it is difficult to catch
those engaged. However, one man
was captured at the Tai Ping
Theatre on Friday night and had
to leave a bail of \$25 before he re-
gained his liberty. This was extor-
ted by his failure to appear before
the Magistrate next day. *Hong
Kong Daily Press*, January 26,
1906.

Looking Back 50 Years.

In his speech yesterday at the
Central School after distributing
the prizes, His Excellency the
Governor failed not to harp upon
the same string that he emot on
the first occasion of his appear-
ance at that institution. The teach-
ing of English in the Central
School is still, he considers, defec-
tive, the institution still fails to
fulfil the purpose for which it
ought to exist. The legitimate
mission of the Central School, in
the Governor's opinion, is to supply
the Colony with English speaking
and writing clerks. Instead of
doing this, His Excellency con-
tends, it supplies the Foochow
vic with clerks and assistants, who
are taught at the expense of the tax-
payers of Hong Kong. *Hong Kong
Daily Press*, January 28, 1881.

SUMMARY OF NEWS.

Local.

Charged with keeping an unre-
gistered motor car, a Chinese woman
was fined \$50 or one month. Page 5.

The Westminster Glee Singers
gave a very enjoyable programme
of English music at the Theatre
Royal last night. Page 9.

A date has been fixed for the
opening of the case against Mrs.
J. M. Xavier on a charge of shoot-
ing at and wounding Mr. A. J.
Manton. Page 5.

Officers of the s.s. Hang Sang
gave evidence of the part played
by that vessel recently in the cap-
ture of two boats loads of alleged
pirates off Pedro Blanco. Page 8.

At the annual general meeting
of the St. David's Society held at
the board room of the Chamber of
Commerce last evening, Mr. G. S.
Hugh-Jones was elected president
for the ensuing year. Page 5.

While on her way from Wuchow
to Hong Kong, the s.s. Kowloon ran
aground about five miles below
Samshui and her passengers were
taken off by the s.s. Anjou. Page 4.

To-day wireless programme. Page 2.

Shipping Intelligence. Page 13.

Sport.

Second Interport trial and
Shanghai's arrangements for the
tour. Page 8.

Junior Cricket Notes appear on
Page 8.

Racing Notes. Page 8.

Latest Cables.

There was a heavy fall of snow
at Shanghai yesterday. Page 7.

Jawahar Lal Nehru, President of
the All-India Congress, was re-
leased from gaol yesterday. Page 7.

The Federal Cabinet of Australia
by a majority decided to reappoint
Mr. Theodore as Federal Treasurer. Page 7.

Forty-seven Communists were
sentenced at Tokyo and Osaka to
terms of imprisonment ranging from
one to seven years' imprisonment. Page 7.

Harikishem, who was charged
with the murder of a police sub-
inspector and the attempted mur-
der of the Governor of the Punjab
on December 23 was sentenced to
death. Page 7.

The British Economic Mission are
leaving Shanghai to-day for Hong
Kong, where they intend to prepare
their report, which is expected to
produce a startling effect upon
British industry. Page 7.

It was announced in the Assembly
at New Delhi by the Home Mem-
ber, Sir James Craik, that 84,000
persons had been convicted of Civil
Disobedience offences between April
and December last year. Page 7.

At Tokyo, a small group of Indian
Nationalists, headed by Rashbe-
hardi Bose, the well-known political
refugee, passed a resolution reject-
ing the "alleged conclusions of the
so-called Round Table Conference." Page 7.

The Bank of the Netherlands has
revised a clause in its statutes re-
garding the fineness of gold bullion
which it is prepared to buy. Page 7.
The Mayor of Calcutta was ar-
rested yesterday. Page 7.

British Luxury Cars in America.

Even in these times of depres-
sion the demand for luxury cars
is on the increase in America, ac-
cording to Mr. H. J. Fuller, pre-
sident of the Rolls-Royce organi-
sation in the United States. Reu-
ter's New York correspondent
quotes Mr. Fuller as saying that
on February 1 the new Rolls-Royce
works would be opened at Spring-
field, involving the employment of
several hundred highly skilled local
craftsmen.

Sir George May.

Sir George May, who received a
baronetcy in the New Year's hon-
ours was the man who, one hot
summer day in 1915, rescued Mr.
McKenna from the greatest mon-
ey which has ever faced a British
Chancellor. Messrs. Morgan in
America telegraphed to say that
they must have thirteen million
pounds at once. Mr. McKenna
sent for Sir George May, who was
then a director of the Prudential.
"How much money," he asked,
"have you got in American securi-
ties?" Sir George replied that his
company possessed some forty
million dollars. "May I have
them?" asked Mr. McKenna.
"Yes," answered Sir George.
"Well," said Mr. McKenna, "send
them to the Bank of England by
ten o'clock to-day—borrow them
fifteen years later Sir George May
is made a baronet, and no one will
grudge him the honour."

BRITISH ECONOMIC MISSION.

STARTLING EFFECT UPON BRITISH INDUSTRY.

(From Our Own Correspondent.)

SHANGHAI, Jan. 26. The British Economic Mission are proceeding on Tuesday to Hong Kong, where they intend to prepare their report, which is expected to produce a startling effect upon British industry.

RED SUPPRESSION CAMPAIGN.

COMBINED ATTACK BEING LAUNCHED.

HANKOW, Jan. 25. The Communists and outlaws under the notorious Ho Lung, who have been committing all sorts of depredations in Tsau Ma and Tso Liang Mountains on the Hunan-Kiangsi border, are being surrounded by Government troops after several fierce engagements. Tungan, Hupoh and Kiangsi are launching a combined attack on these undesirable elements. The Reds, over 1,000 strong, in occupation of Sin Sui have been put to flight, and are retreating towards Tung Koo with the Government regulars in hot pursuit. We Yung, in north Hunan, is still in the hands of the Communists, every attack made by the Government troops having thus far failed. General Ho Chien, Commander-in-Chief of the Hunanese forces, is preparing to launch another attack on this stronghold. Curiously enough, the commander of the Communists in Wu Yung is a woman, the younger sister of the notorious Ho Lung. The number of Reds under her command there is reported to exceed 1,000.

SINO-SOVIET COMMERCIAL RELATIONS.

NANKING, Jan. 25. Mr. Mo Teh Hui, who had been representing China at the Moscow Conference, is leaving Mukden for Nanking in compliance with the request of the Ministry of Foreign Affairs in connection with the problem of resumption of commercial relations between China and Soviet Russia.

A set of plans on which the resumption of relations is to be based has been drawn up by the Foreign Ministry, and, after consultation with Mr. Moh, will be placed before the National Council for consideration. If approved, the document will be given to Mr. Moh to be taken to Moscow as instructions from Nanking, forming the basis of negotiation.

LOAN PROPOSALS UNOFFICIAL.

CHINESE MINISTER UNABLE TO STATE POSITION.

OPPORTUNITY RIPE FOR SCHEME.

Washington, Jan. 25.—Dr. Wu Chao Chu, the Chinese Minister to the United States, announced today that he is unable to state the position of the central government at Nanking with regard to specific but so far unofficial proposals for a silver loan by the United States to China.

Negotiations for a silver loan to China are only in the initial stage, Dr. Wu said. However, he expressed belief that the Nanking Government will give careful consideration to loan proposals when they become official and if repayment arrangements are satisfactory. Dr. Wu said also, that low interest rates would have to be provided.

Dr. Wu told the United Press that it appears that conditions are ripe for the launching of a large scale programme of public works construction in China, and for this reason, he said, long term loans might be useful to China. Within recent days Dr. Wu has been in informal conference with Senator Key Pittman, Democrat of Nevada, a silver-producing state, who is anxious to obtain official approval for plans for a large silver loan to China.

Officials of government executive departments here continue to profess ignorance of proposals for making a silver loan to the Chinese national Government.

Mr. Ogden L. Mills, the Under-Secretary of the Treasury, in an interview with the United Press today expressed astonishment at reports emanating from Nanking that funds in silver have been deposited in the United States treasury and earmarked for use in a prospective loan to China. Under-Secretary Mills denied that any funds to be sent to China in the form of a loan, silver or otherwise, have been placed in the care of the United States treasury department.

SNOWFALL AT SHANGHAI.

A HAPPY AUGURY OF THE CHINESE SITUATION.

(From Our Own Correspondent.)

SHANGHAI, Jan. 26. The second heavy snowfall covered Shanghai streets with a white carpet, though it was not accompanied by a blizzard. The political wisecracks discern in the fall of snow a happy augury of the Chinese situation.

AMERICAN SILVER LOAN.

UNOFFICIAL NEGOTIATIONS PROCEEDING.

(Wah Tui Yat Pao.)

NANKING, Jan. 26. Successive reports current in Chinese circles allege that the proposed American loan is tending towards materialisation.

A Nanking Government spokesman, however, declines to view it so and declares that negotiations in connection with the loan are still being carried on through unofficial channels.

If these negotiations, he adds, should reach a definitely progressive stage, the Nanking Government will take steps to negotiate directly with the American financial group concerned.

SHANGHAI-CANTON FLIGHT.

(THROUGH REUTER'S AGENCY.)

FOOCHOW, Jan. 26. Mr. G. W. Brophy, manager and pilot of L. E. Gale & Co., took off this morning at 7.15 for Canton.

SINGAPORE MAIL ROBBERY.

STRONG ROOM BROKEN OPEN.

A serious mail bag robbery took place at the General Post Office, Singapore, on January 18. Officials arriving the next morning found the strong room door broken open and several mail bags torn open and their contents rifled.

The police were immediately informed and spent the morning investigating and taking photographs for finger prints. The investigations are not yet completed and no theory is yet advanced as to how the thieves entered the building. The Post Office is empty from 12.30 on Sunday afternoon until Monday morning. All doors are locked and bolted and the watchmen sleep outside. So far as can be ascertained they know nothing of anyone attempting to enter the building.

The mail bags which were tampered with were mails in transit and included registered mail. No mails from Singapore were interfered with. Post Office officials were reticent when questioned about details, as the investigations were still in hand.

CHINA-GERMANY AIR SERVICE.

SHANGHAI-MANCHURI SECTION OPENS NEXT MONTH.

The Shanghai-Manchuli section of the proposed China-Germany Air Service is formally to be inaugurated next month, according to reports in the Chinese newspapers. The service will be in the nature of an experiment and the planes will stop at Nanking, Tientsin, Mukden and Manchuli.

It is said that the reason why the Manchuli-Berlin section cannot be inaugurated simultaneously with the China section is that the Sino-Russian Conference in Moscow is temporarily suspended but, as soon as the conference reaches a successful conclusion and Sino-Soviet relations are restored to a normal basis, negotiations will be opened between China and Soviet Russia concerning the operation of the China-Germany Air Service via Soviet territory.

Some time ago the German Government proposed that the planes of the proposed service will transport mails and passengers on the same basis as those belonging to the China National Aviation Corporation's Shanghai-Chengtu Service.

GOLD OF REDUCED FINENESS.

BANK OF NETHERLANDS REVISES STATUTE.

(THROUGH REUTER'S AGENCY.)

AMSTERDAM, Jan. 26. The Bank of the Netherlands has revised a clause in its statutes regarding the purchase of gold, and now lays down as a rule that the bank will buy bullion in a weight about 12½ kilograms and with a fineness of 994 per 1,000, but may buy as low as 990 if exclusively composed of metal of the most current coins.

FEDERAL TREASURER OF AUSTRALIA.

MR. THEODORE'S REAPPOINTMENT.

(THROUGH REUTER'S AGENCY.)

CANBERRA, Jan. 26. The Federal Cabinet, by a majority, decided to reappoint Mr. Theodore as Treasurer.

This is subject to ratification by the Labour caucus, which Mr. Scullin will demand to-night.

The case which led to Mr. Theodore's resignation is still pending. [Following the announcement of the findings of the Queensland Royal Commission into the circumstances attending the purchase of the Mungana (Chillagoe) Mines, Mr. Theodore resigned his portfolio of Federal Treasurer.]

LANCASHIRE COTTON DISPUTE.

MINISTERIAL EFFORTS TO EFFECT A SETTLEMENT.

(BRITISH WIRELESS SERVICE.)

RUGBY, Jan. 26. Although the ballot of the weavers' amalgamation resulted in the rejection by 90,000 to 45,000 of giving negotiating powers to its executive in the Lancashire cotton dispute, the officials of the Ministry of Labour are continuing their efforts to effect a settlement, and they are to-day in touch with both sides to the dispute.

GOLD INFLUX INTO UNITED STATES.

G. \$280,000,000 IMPORTED IN COURSE OF YEAR.

Washington, January 26.—The United States Department of Commerce today made public statistics showing the extent of the flow of gold and silver in and out of America.

The report shows that last year the United States imported gold worth G.\$280,000,000. This amount was G.\$30,000,000 more than the amount of gold exported from the United States.

Last year the United States exported silver worth G.\$4,000,000. Silver worth G.\$42,000,000 was imported by the United States last year.

CIVIL GOVERNMENT FOR U.S. SAMOA.

AMERICA CITIZENSHIP NOW CONFERRED ON NATIVES.

Washington, January 26.—The Senate committee on territories and insular possessions, of which Senator Hiram Bingham, Republican of Connecticut, is the chairman, today ordered a unanimous report on the Bingham bill which provides for passage of an organic act under which American Samoa will have a civil government in place of the naval administration which has been in power at Pago Pago, Tutuila, for three decades.

The bill, which was favourably reported to-day, also provides that the uninhabited Rose Island in the American Samoan group will become a part of the district of Manua.

The Bingham bill provides that the Samoan Pono or council of the representatives of the people in American Samoa will meet on May 15 of each year, instead of in November as was originally planned.

The plan for a civil government in Samoa provides that American citizenship will be bestowed upon the native Samoans. It is the result of a visit paid to Samoa last year by Senator Bingham. When the organic act becomes effective, American Samoa will have a civil governor instead of a naval officer as chief administrator, as at present.

CONGRESS LEADERS RELEASED.

GOVERNMENT OF INDIA'S ANNOUNCEMENT.

(BRITISH WIRELESS SERVICE.)

RUGBY, Jan. 26. The Government of India's official communiqué announcing the unconditional release of Mr. Gandhi and other Congress leaders was issued last night.

Viceroy's Message.

The Viceroy's message stated that in order to provide an opportunity for consideration of the statement made by the Prime Minister on January 19, the Government, in consultation with the local Governments, have thought it right that members of the Working Committee of the All-India Congress should enjoy full liberty of discussion between themselves and with those who have acted as members of the Committee since January 1, 1930. In accordance with this decision and with this object, and in order that there may be no legal bar to any meeting they may wish to hold, any proclamation declaring the Committee to be an unlawful association under the Criminal Law Amendment Act will be withdrawn by all local Governments.

It is added that this action has been taken in pursuance of a sincere desire to assist in the creation of such peaceable conditions as would enable the Government to implement the undertaking given by the Prime Minister that if civil quiet were proclaimed and assured the Government would not be backward in its response.

The Viceroy adds: "I am content to hope that those who will be affected by our action will act in the same spirit as inspire it, and I am confident that they will recognise the importance of securing for these grave issues a calm and dispassionate examination."

Reference will probably be made to Gandhi's release in the House of Commons this evening when the work of the Round Table Conference will be reviewed.

The Opposition have not put down any resolution on the subject, and it will be raised on a motion for the adjournment of the House.

British Press Comment.

Few newspapers have so far commented upon the release.

The Daily Mail, endorsing the Viceroy's action, for which it says there is not the shadow of justification in view of the extremely grave conditions in India, and the Morning Post doubts the wisdom of the experiment.

The Daily Telegraph says that while there is no assurance whatever that events will take the course hoped for by the Viceroy, some reliance has no doubt been placed on the favourable reception of the outcome of the Conference by Indian parties and interests apart from the Congress, and also on the known desire of a section of Congress for the abandonment of the non-co-operation movement and on the fact that the demands of Congress as they stood 16 months ago are very largely met by what has now been tentatively proposed. The measure now announced, it says, is in the dubious category of those which can be justified only by success.

The Manchester Guardian believes that the "freeing of Gandhi will encourage the moderate elements in the Congress. It is a gesture of goodwill and a break with the unhappy past. It suggests that as a result of the Conference a new situation has arisen. Up to now following the wise advice of Sir Tej Sapru, Mr. Sastri and some others Congress has not committed itself in regard to Mr. MacDonald's statement. The present thoughtful silence is at least hopeful. The Daily News says that "if intelligent well-wishers of India will earnestly hope those released will seize the opportunity offered them, there can be no doubt that a general amnesty will follow swiftly. The bold step already taken is a guarantee of that."

(THROUGH REUTER'S AGENCY.)

New Delhi, Jan. 25. Among the Congress leaders to be released with Mahatma Gandhi (probably to-morrow evening) are: Mr. Vallabhai Patel, who was sentenced three weeks ago to nine months' imprisonment for a speech at Ahmedabad.

Mr. San Gupta, of Calcutta, who was arrested at Amritsar on October 23 and sentenced on November 3 to one year's simple imprisonment on a charge of spreading sedition.

Jawahar Lal Nehru, who was sentenced on October 23 last to two years' hard labour and a heavy fine on three charges of sedition and instigating non-payment of taxes.

Mrs. Naidu, who was sentenced to nine months' simple imprisonment on May 23, 1930, for leading a strike.

Jawahar Lal Nehru Released. ALAHABAD, Jan. 25. Jawahar Lal Nehru, president of the All-India Congress, has been released from gaol.

CIVIL DISOBEDIENCE OFFENCES.

FIFTY-FOUR THOUSAND PERSONS CONVICTED.

(THROUGH REUTER'S AGENCY.)

New Delhi, Jan. 26. At question-time, in the Assembly, Sir James Crerar, on behalf of the Government, said that 54,000 persons had been convicted of civil disobedience offences between April and December, of whom 20,000 were arrested for picketing and intimidation. During the same period 11,000 persons so charged were released when they had apologised.

Casualty Statistics.

Sir James Crerar said that 23,000 persons are now imprisoned. The casualties among the public owing to string between April and July were 101 killed and 427 wounded.

MAYOR OF CALCUTTA ARRESTED.

LEADER OF INDEPENDENCE DAY PROCESSION.

(THROUGH REUTER'S AGENCY.)

CALCUTTA, Jan. 25. Chandra Bose, Mayor of Calcutta, has been arrested.

He was leading a procession of members of Congress in celebration of the anniversary of Independence Day.

The police charged with staves and dispersed the demonstrators.

Changed Policy at Bombay.

BOMBAY, Jan. 26. Apart from 14 arrests in one suburb of Bombay the police did not interfere with the ceremonies of saluting the national flag to celebrate Independence Day, while several processions of members of Congress carrying flags and shouting slogans were allowed for the first time since October 10 when the Congress War Council was declared illegal.

INDIAN RESOLUTION AT TOKYO.

ROUND TABLE CONFERENCE CONCLUSIONS REJECTED.

(THROUGH REUTER'S AGENCY.)

Tokyo, Jan. 26. Twelve Indian Nationalists at Tokyo, headed by Bhebbhardi Bose, the well-known Indian political refugee, passed a resolution rejecting the "alleged conclusions" reached by the so-called Round Table Conference, and emphatically endorsed all that the Indian National Congress stands for at Lahore, and demanding that the Swami urge the Nationalists to continue the struggle for freedom with redoubled vigour.

INDIAN MURDERER CONDEMNED.

RECOMMENDATION TO MERCY REJECTED.

(THROUGH REUTER'S AGENCY.)

Lahore, Jan. 26. In rejecting the jury's recommendation to mercy at the Sessions, Judge Anderson passed sentence of death on Harikishan, who was charged with the murder of a police sub-inspector and the attempted murder of the Governor of the Punjab and a Police Inspector.

A telegram from Lahore, dated December 23, reported that six shots were fired at the Governor, Sir Geoffrey de Montmorency, in the University Hall while he was attending a Convocation. He was slightly wounded above the left hip and left arm. A Police Inspector who was wounded died later.

MRS. BRUCE REACHES ARIZONA.

PROGRESSING ON AMERICAN FLIGHT.

Tucson, Arizona, January 18.—Speeding eastward on her flight across the United States from Seattle to New York via San Francisco and Los Angeles, the Hon. Mrs. Victor Bruce, the British aviatrix, arrived here to-day from San Diego, California.

Mrs. Bruce, who has flown from London to Japan and who crossed the Pacific Ocean by steamship, is en route to New York. From that point she will fly to South America and then to Africa. Mrs. Bruce expects to resume her flight early to-morrow.

COMMUNISM IN JAPAN.

SUSPECTS SENTENCED AT TOKYO AND OSAKA.

(THROUGH REUTER'S AGENCY.)

Tokyo, Jan. 26. Sentences ranging from one to six years' imprisonment were passed at Tokyo on 34 alleged Communists who were arrested on April 14, 1929, during a round-up of suspected Communists throughout the country.

Thirteen others tried at Osaka were sentenced to from two to seven years' imprisonment with hard labour.

It will be recalled that under the Peace Preservation Law, as revised in 1928, Communists are liable to capital punishment.

IMMIGRATION TO CEASE.

EFFECT OF BILL BEFORE U.S. CONGRESS.

Washington, January 26.—The immigration committee of House of Representatives to-day authorized Representative Arthur M. Free, Republican of California, to send to the House as a whole a favourable report on the revised immigration bill.

The new measure, if passed, would reduce the immigration quotas from all countries by 50 per cent. It was recommended by Colonel Henry L. Stimson, the Secretary of State.

According to reliable reports the bill which Representative Free is to report favourably will allow only 500 Filipinos—American wards—to enter continental United States each year. It will permit more Filipinos to go to the sugar plantations of Hawaii, however, under regulations to be promulgated by the United States labour department's bureau of immigration.

The drastic cuts in the number of immigrants entering the United States each year are designed to prevent any possible increase in America's serious unemployment problem. Under the terms of the Free bill virtually all immigration into the United States will cease for at least a period of two years.

ADMINISTRATION OF WEIHAIWEI.

CENTRAL TREASURY TO MAKE UP ANY DEFICIT.

Nanking, Jan. 25.—An order issued yesterday by the National Government Council to the Executive Yuan, instructs that suitable measures for the administration of Weihaiwei be formulated.

The order points out that Weihaiwei being newly taken over by the Chinese Government, conditions obtaining there are necessarily peculiar. Taxes collected in the territory should therefore be such that they will not be detrimental to local economic conditions. Several efforts should also be made to reduce the administrative expenses.

Should the local revenue be insufficient to cover expenditure, the deficit should be met by the Central Treasury.

OBITUARY.

SIR PERCY FITZPATRICK.

(THROUGH REUTER'S AGENCY.)

CAPETOWN, Jan. 25.

The death took place to-day of Sir Percy Fitzpatrick, K.C.M.G., who claimed to have originated the idea of the two minutes' silence for Armistice Day.

King's Tribute.

Lord Stamfordham wrote on behalf of His Majesty in 1920, assuring Sir Percy Fitzpatrick that the King "ever gratefully remembers that the idea of a two minutes' pause on Armistice Day was due to your initiative—a suggestion readily adopted and carried out with heartfelt sympathy throughout the Empire."

Sir Percy Fitzpatrick was in London shortly after the War and made, it is asserted, the suggestion to Lord Milner, who passed it on to authoritative quarters. [Sir (James) Percy Fitzpatrick was born at King William's Town in 1857, being the son of the Hon. James Coleman Fitzpatrick, of Nenagh, Ireland, and married Elizabeth Cubitt, of Pretoria, in 1880. Educated at St. Gregory's College, Downside, Bath, he went to the Transvaal in 1884. In 1892 he joined the firm of H. Eckstein & Co., became a partner in 1895, and retired in 1905. In 1910 he was elected a member for Pretoria East in the Union Parliament, and retired from Parliamentary work in 1920. He was the author of many books on South Africa.]

DEATH IN PRISON.

MILLIONAIRE'S NEPHEW WHO KILLED HIS WIFE.

New York, December 30.—Charles E. Chapin, formerly of the New York Evening World, and nephew of the late multi-millionaire, Russell Sage, is dying by inches in a tiny cell in Sing Sing prison.

Twelve years ago Chapin shot his wife dead as she slept in a New York hotel. After the murder he wrote a letter to his own paper, describing the crime.

He entered Sing Sing in 1919, at the age of 60 on virtually a life sentence. "I want to die here," he says. "I have nowhere to go."

It was reported that Chapin was to marry the widow of Houdini, the world-famous magician, whom he was freed. But the only freedom which now awaits him is death.

New York, Jan. 2.—Charles E. Chapin, died in Sing Sing prison to-day, at the age of 72.

He had been ill in his tiny cell for some time. In a farewell letter Chapin asked to be buried beside his wife.

After the murder in 1918 Chapin wrote a letter to his own paper describing the crime and promising to kill himself, but he afterwards gave himself up at Brooklyn. He was sentenced to imprisonment for life and entered Sing Sing in 1919. He would have been eligible for parole in 1934, but he did not wish to be free.

At one time it was reported that he was to marry the widow of Houdini, the magician, when he was freed.

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Sports News

JUNIOR CRICKET NOTES.

INTERESTING STAGE IN THE SECOND DIVISION.

[By "L.B.W."]

Saturday's weather was not quite the ideal weather for cricket but in spite of that three league matches were decided. As far as I know, that is a record for the season and it appears that things are livening up now. There has been some talk about cricket being neglected for other forms of sport in the Colony, but as long as we have our three or more matches on one afternoon I think we need never fear that King Cricket will die out in the Colony.

Dealing with the matches themselves, they all resulted as expected. Civil Service beat the Club, Kowloon inflicted a severe beating on the Royal Corps of Signals, and the Indians got the better of the Engineers.

The Club juniors were very disappointing in their game with the C.S.C.C. They (the Club) got the civil servants out for only 94 runs and yet they could not get the required number for a win, and were still thirteen in arrears when their last wicket fell. Strange played a great game for the Civil Service, and had it not been for his effort, they would have been out for an even smaller total. In addition to his batting display, he was very excellent behind the stumps, stumping no less than three men. The Club failed miserably with the bat. Armstrong looked like doing great things when he dragged his foot over and fell a victim to Strange. Had he stayed, they might have won. For the losers, Chadwick was in great form with the ball, taking five wickets for just four runs apiece.

The Kowloon juniors were far too good for the Royal Corps of Signals whom they defeated by the big margin of seven wickets. The signalers batted first but found Skinner a continual source of worry, and when they had 126 for 8 wickets, their skipper very sportingly declared their innings closed in order that the Kowloon side might have plenty of time to get the runs. George Lee, their "evergreen" came off with a beautiful 81 not out, and Skinner, who had done good work with the ball, rattled up forty odd in quick time.

The Indians-Engineers match was a close affair, and at one stage it looked as if the Sappers would force a draw. Faulty running between the sticks, however, was their downfall, for their last two men were run out in the same over—within four balls to be precise.

The position in the league now is very interesting and it appears that the shield will go to either the Civil Service, Kowloon or the Indians. The C.S.C.C. are the only team who have not dropped a point but then they still have a couple of matches to play; if they get through these without a loss, then they will doubt annex the shield. I refer to their matches with Kowloon and Engineers, though one can not say they will not lose to or draw with some of the weaker sides.

Kowloon have only dropped two points, and provided they win the rest of their games, they will finish on top. Like the Civil Service, however, they have yet to play Engineers and the Indians, not to mention their game with the C.S.C.C. which was postponed some two weeks ago.

The Indians have only two more games to play and these are against Kowloon and Engineers. They still have a chance for championship honours but that will depend very much on how the other games turn out.

There is one very important game this week-end, when Engineers will be at home to Kowloon Cricket Club. The Pottingers side are always a dangerous lot and they still have a chance of finishing rather high up the league table if they win the rest of their fixtures.

(Continued at foot of next column.)

INTERPORT FOOTBALL.

SECOND TRIAL MATCH TO-DAY.

A fast football game is expected when the second Interport trial takes place at the Club ground, Happy Valley, to-day, kick-off at 4.30 p.m. Owing to the Navy being unable to provide a team to meet the local Probables, who had a runaway victory over the Army last week, the latter are again providing the opposition with a rearranged team which, it is hoped, will give the strong local side a good game. The following are the teams:—

Hong Kong:—Clarke; Li Tin Sang, Bishop; Hedley, Eynon, Lam Yuk Ying; B. Gosano, Segalen, A. V. Gosano, Fung King Cheung, Ip Pak Wa. Reserves: A. Duncan, Strange, C. Pile and J. Oram. Army:—L/Cpl. Penay; Pte. Blackburn, Pte. Henderson; Cpl. Hui, Pte. McGlashan, Pte. Yeoman; L/Cpl. Sansom, L/Bdr. Brayant, Pte. Loudon, Pte. McQuade, L/Cpl. Duncan. Reserves: Pte. Johnson, Gnr. Frearson, Pte. Williams; Pte. Morgan, Pte. Jackson, Bdr. Gardner; Pte. Harris, L/Cpl. Davies, Sigm. Gillott; Gnr. Moore, Pte. Hughes.

Interport Date Fixed.

The last trial in Shanghai was scheduled to take place during the week-end against the Rest, and the team of probable Interports were:—Chow; Martin, Marcell; Vance; Gash, Costa; Elliott, Sinclair, Collaco, Widmore, Gutteries. Mr. Matthias P. de Campos will accompany the Shanghai team as secretary and manager. This team will leave for Hong Kong on February 15 by the S.S. Patcochia and will be away for about ten days.

According to present arrangements, the Interport match will be played on Wednesday, February 18. Shanghai will then meet the Hong Kong Chinese on February 21, and the United Services on February 23.

HOCKEY.

CLUB TEAM v. NAVY.

The following team has been selected to represent the Club v. Navy in the 5th Shield match to be played on the U.S.R.C. ground on Wednesday, January 28, at 4.30 p.m.

Gregory; J. E. Henry; J. Rodger; J. Noronha, M. W. Turner, A. Dand; J. J. Price; C. C. Francis, G. R. More, M. C. Marriott, and G. P. Lammert.

Reserves: A. Botelho and R. H. D. Wade.

It is difficult to say whether they will be able to beat the strong Kowloon eleven, but they will be at full strength and will no doubt make a jolly good bid for the three points. Personally, I rather think the result will be a draw. It is almost impossible for two strong teams like them to finish a game in an afternoon unless one of the sides collapses completely, which is very unlikely. The Kowloon, of course, have the advantage of playing at home, and though I do not think the ground question will worry the Kowloon fellows unduly, it may have quite a lot to do with the ultimate result of the game.

Civil Service journey to Sookn-poo where they meet the Engineers, and I confidently expect them to win. They might, however, find the mopping wicket a little strange, but that should not be so very vital. The University-Engineers game is a friendly, but I do not know whether there are any other matches (league or friendly) as there is still a dearth of fixtures, although the season is well advanced.

The following table shows the positions of the clubs in the second division up-to-date:—

	P	W	D	L	Pts
Indian R.C.	9	7	0	1	21
Club	8	4	0	4	16
Hong Kong C.C.	3	3	1	0	7
Club de Recreation	3	3	1	0	7
Kowloon C.C.	3	3	1	0	7
R.A.S.C.	3	3	1	0	7
Cranginpower	4	1	3	2	6
University	4	1	3	2	6
Police	4	1	3	2	6
R.E.	2	2	0	2	6
R.C.S.	7	0	0	7	0

HONG KONG DERBY.

LIST OF CONTENDERS FOR LOCAL TURF CLASSIC.

FIFTY-SIX ENTRIES.

[By "MORNING DEW."]

The following is a list of all the ponies entered for the Derby to be run on March 3. It will be seen that Mr. Dunbar, who won the event last year, has entered three candidates—Fortune Bay, Champagne Bay and Cyclamen Bay, and readers can take it from me that he is again very strongly represented this year.

Mr. Ho Kom Tong, who won the event in 1929, has four representatives. Mr. Chan Tin Sion, who headed the list of successful owners last season, has entered three candidates. Mr. Dynasty, who has one of the biggest stables in training this season, has three griffins in the race and Mr. Pearce has two. Mrs. Dunbar, the first lady owner to win the Derby with Sitting Bull, has Sam Houston and Tiana in this year's race. The last named is a very promising candidate.

Messrs. Lau and Lee have three representatives this year, and Mr. Heard, our leading jockey, has Christmas Knight and Christmas Spirit. The first named pony is a very convincing performer and may at last furnish Mr. Heard with his first Derby winner, as in spite of Mr. Heard's long and successful career on the local turf, he has never ridden a winner in the Derby. The list of entrants for this year's classic race is as follows:—

Festival's Dragon Festival. Mackie and Grayburn's Spey. Hall and Shonlon's The Black-cock and The Plover. Chan Tin Sion's Winchester Stag, Wise Stag and Wonderful Stag. Mrs. G. A. Harriman's Peter Pan and Paul Fry. A. H. Correll's Holly Leaf and Heliotrope Leaf. Wong and Tang's Nulli Secundus S. To Wong's Bright Eyes and Brown Eyes. Heard's Christmas Knight and Christmas Spirit. Kong. Brok's Bright Star. Ellis and Li's Silver Key and Limestone. L.T.F.'s Gold Key. K. C. Lau and H. C. Lee's Duke of Shanghai, Grand Duke and Duke of Longchamps. W. T. Stanton's Tom. Dynasty's King's Freeman, King's Service and King's Justice. Prince's Northern Prince. Aitch Aitch's Valorous. Eve's Daylight Eve and Cloudy Eve. M.L.L.'s Sanction. L. Dunbar's Fortune Bay, Champagne Bay and Cyclamen Bay. Ho Kom Tong's Princess Hall, Lorraine and Britannia Hall. Widdowburn's Tom Cobley. Mrs. Pearce's Tommy Bridge and Eden Bridge. K. H. Kay's Eros and Cupid. Chan Wan Sang's Nippy. A. A. R. Botelho's Cagayan and Mindoro. Wong Ping Shun and Chan Tin Sion's Thunderous Stag. Moxon and Dyer's Lady Jane. Harma's Lover. A.S.M. and M. Rafick's Feng-tien. Mrs. Dunbar's Sam Houston and Tiana. L. Reidy's Mr. Siegler and Atlanta.

JAPANESE DAVIS CUP PLAYERS.

DUE HERE NEXT MONTH.

Followers of tennis in the Colony will be given an opportunity of seeing two of Japan's leading players in action next month when Messrs. Jiro Sato and Hyotaro Sato, Japan's new Davis Cup pair, will pass through on their way to France.

The players are due to arrive on the Yakuichi Maru on February 26, and we understand the local L.T.A. are making efforts to stage exhibition matches between them and some of the Colony's leading lights. Both the visitors are very clever exponents of the game, Jiro Sato being particularly noted for his powerful backhand stroke. The players are due to arrive on the Yakuichi Maru on February 26, and we understand the local L.T.A. are making efforts to stage exhibition matches between them and some of the Colony's leading lights. Both the visitors are very clever exponents of the game, Jiro Sato being particularly noted for his powerful backhand stroke. The players are due to arrive on the Yakuichi Maru on February 26, and we understand the local L.T.A. are making efforts to stage exhibition matches between them and some of the Colony's leading lights. Both the visitors are very clever exponents of the game, Jiro Sato being particularly noted for his powerful backhand stroke.

CONTROVERSY AT WIMBLEDON.

L.T.A. AND ALL-ENGLAND TOURNAMENT.

DIVISION OF PROFITS DISPUTED.

Wimbledon, December 31.—The historic Wimbledon tennis championships may never be held again after 1931 as the result of a bitter fight which is being waged here over the distribution of the profits on the famous tournament.

For many years the Lawn Tennis Association of Great Britain has been trying to wrest control of Wimbledon from the All-England Club, which staged the tournament for 60 years ago. The association is the governing body of the sport in England and no tournament may be held without its sanction. But the Club owns Wimbledon, the finest tennis grounds in the world, and is sole heir to the Wimbledon tradition.

Briefly the struggle between the two organizations is a matter of shillings and pence. Last year Wimbledon made a net profit of £25,000. The Association received a mere £3,000. As the governing body, the Association feel it is entitled to a bigger piece of pie.

Disunity or Oligarchy.

In both bodies there are men who would kill the goose that lays the golden eggs rather than make concessions. In fact, the friction has become so severe that a joint committee has been formed in an attempt to save the world's most famous tournament.

Besides the money issue, there is the question of whether Wimbledon should be ruled by a democratic organization or by an oligarchy. The Lawn Tennis Association represents the entire British tennis world. The Club, on the other hand, is an aristocratic body which likes to pursue its own course.

When the annual Wimbledon meeting is held, the officials of the Association—elected rulers of the sport—come to Wimbledon as mere visitors.

It is believed that unless the Association receives a larger cut of the profits, it will refuse to sanction the tournament at Wimbledon and will attempt to stage a new meeting on grounds of its own choosing.

GOLDEN WINS BIG GOLF PRIZE.

CAPTURES £810,000 IN PLAY.

OFF WITH VON ELM.

Agua Caliente, Mexico, Jan. 18.—John Golden, the professional golfer of Paterson, New Jersey, to-day won the rich gold prize of \$810,000 in the open tournament at Agua Caliente. Golden was tied yesterday at 203 for 72 holes with George Von Elm and in the play-off to-day Golden did 75 for 18 holes, 43 against Von Elm's 73. Golden played steadily and accurately but Von Elm did his worst round of the tourney.

The loser's prize was \$85,000. It was understood that, unofficially, the two had agreed to divide their prize.

A MIXED DOUBLE.

TOTE CARD ERROR COSTS WOMAN £55.

Mrs. W. J. Mills, of Ditchling Road, Brighton, went to Hunt Park races and she decided to invest 10s. on the Tote daily double.

Mrs. Mills chose two horses: Doyedale, because the jockey's colours were "so beautiful—magenta and white hoops and a royal blue cap"—and Alike, because it was trained in Sussex.

Both horses won. Mrs. Mills lost £55 7s. 6d. In the excitement of making her first Tote bet she reversed the numbers appearing against the horses' numbers on the race card.

Three other people chose Doyedale and Alike, and received £100 each. "In the first race," she told a Pressman, "I wrote 8 instead of 13, 8 was a non-runner. In the next race I wrote 13 instead of 8, there were not even 13 runners."

LAWN TENNIS.

FREAKS IN SERVICE.

TITLES CAN BE WON WITHOUT THEM.

Lord D'Abernon, the president of the Lawn Tennis Association, is reported as having said at the recent annual meeting. "We shall not produce a world champion until we produce a player with a champion's service." If that means that unless we have a player with a giant service we can never have a world champion, that would be sorry reading, but the records of the game do not justify so gloomy a prophecy. The winners in the last five years at Wimbledon have been Borotra, Lacosta, Cochet, and Tilden, and of the four only Tilden has a really great service. Lacosta's service is by no means of the "cannon-ball" variety, nor is that of Borotra, whose fastest delivery is so often a foot-fault. On rare occasions Cochet does succeed in sending down a really fast one, but as a rule his service is anything but a lightning delivery, and yet these Frenchmen were world champions, and, in the opinion of the best judges, it is Cochet who at the moment tops the world bill.

Desirable—Not Essential.

It is certainly desirable to own a great service, as witness the fact that Doherty to-day is the champion of the United States, thanks chiefly to owning a remarkable service. Tilden is yet a great player, thanks in no small measure to his having retained his wonderful service. Patterson was champion on two occasions at Wimbledon, thanks largely to the ownership of a great service, but Wilding, who won in four consecutive years, had not a devastating one, and that of Norman Brookes was more puzzling than dazzlingly swift. It would appear, then, that the service is not of first importance, but if that impression has been conveyed, it is the wrong one. The possession of a great service, added to a really great game, gives the equipment of a champion, but only rarely do the two go together. None of the Frenchmen has that happy combination, but Tilden at his best very nearly had—very nearly, but not quite, because he never was a really great volleyer, was never the great player overhead that Cochet and Borotra, for example, both are.

Can It Be Learned?

There seems to be the impression still abroad that a great service in the true sense can be learnt. It is certainly true that the service can be improved with careful practice. Greater accuracy of placement may be attained, and various variations of the service can be learnt, but when it comes to the acquisition of a "cannon-ball" delivery, that is a very different question, and the mere appearance of this stroke attests it to be classed rather as a freak delivery. There are players who regard the "cannon ball" as of this character; and Ollitt, after seeing Doherty win the American championship so largely owing to the freak service, was of opinion that it would be well to penalise the appearance of such a stroke by making it almost impossible. He would do this by shortening the court! It certainly does seem hard that a player whose general game is much superior to that of the other man, should lose because of the demon delivery in possession of the opposition.

We should certainly be in a bad way were it necessary to have a "champion's service" in order to produce a world champion, for where is the professional who could demonstrate it? Richards, who beat Karel Kozeluh this year, cannot, for he has not got it. Kozeluh certainly has not the "service a champion," and looking nearer home, what British professional is there with a great service? Macneil, the best of our professionals, has not a great service, France has not a player with a truly great service, Germany has not, and Italy has not. At the moment, it is only in America that the really great service is to be found, and why this should be so, is perhaps in the nature of a fluke. There are Doherty and Tilden and Shields—all owners of truly great service—and then there are numerous players who, if not pre-eminent in this direction, are yet in possession of the delivery—men such as Mangin, Bell, Lott, and Allison, to mention only a few. Australia, in Patterson, had a player with a champion service, but Crawford, Moon, and Hopman have not a truly great service.

The great service, then, really is a freak, and one that rarely appears. Recognizing this it is vain to hope to acquire it, although practice can bring a vast improvement, and because of that it would be a good thing if more of our first-class players devoted more attention to this particular stroke. (Continued at foot of next column.)

CHURCH AND STATE CONFLICT.

DR. HENSON'S VIEW.

COMING CRISIS WILL BE SEVERE.

"The Disestablishment crisis will be severe, but it may be a blessing in disguise," said the Bishop of Durham (Dr. Hensley Henson), in consecrating the new Church of St. Mary Magdalene at Sunderland. It would be easy to despair of the Church of England to-day, said the Bishop. Persistent disorder and undisciplined action within its pale were being partly forced upon it by circumstances over which it had no control, but largely they were expressions of individual self-assertion and reckless partisanship.

"We are in the first stages of conflict with the State, which sooner or later can have but one outcome. The Disestablishment crisis will be severe, but it may be a blessing in disguise, for English churchmen will be forced to realise their principles, and it will make an end of much hollow convention and not a little sheer hypocrisy."

A Challenge.

"The Church of England has its security, not in political support, but in the presence of a living Christ. In the power of that belief that Christ is God and Lord, it will stand up boldly through all the difficult circumstances of its present troubles, facing a darkening future, and will conquer in the warfare against sin. The consecration of a church in the twentieth century in modern England is a challenge. We are told and nauseated that this is a secular age and that men have no longer any use for Christianity, yet here in this gathering is a visible disproof of that statement, or rather a visible proof that it is not universally true."

The new church has cost £10,000 and is still incomplete. The date chosen for its consecration is the twenty-fifth anniversary of the foundation of the parish.

Publicity Deprived.

References to his being a high churchman were made by the Vicar, Father Wright, at a luncheon which followed the ceremony. "Don't let us have this everlasting newspaper controversy going on," he said. "Let bishops and deans retire into their cloisters for a little while. Let them realize that the newspaper is not the natural organ for disseminating Christian knowledge. We don't mind if it is Christian knowledge, but it is purely controversy. I wonder if they ever think of the damage they do to working parish priests."

Causes of Controversy.

The Bishop of Durham, replying, said it was not enthusiasm and devotion which were the cause of so much controversy, as that many people would think only of their own preferences and desires, and did not sufficiently remember that they were members of a great Church, under discipline, bound by solemn and specific pledges not to give the people what they wanted, but to give them what they themselves liked, which would often be very bad for them, but to give them what they were solemnly pledged to give them as loyal members of that historic branch of holy Catholic Church.

It was the duty of the bishops to oversee the work of their clergy and see that those solemn pledges were loyally and faithfully kept. He hoped and prayed they would not spoil their work in that parish by little essays in individualism, which undoubtedly had a very disturbing effect upon the public imagination and gave an opportunity for mischief-makers to break in from outside and destroy the harmony of parochial life. Father Wright said that when collecting money for the new church he was offered £4,000 by one man if he would build a smaller church and call it after the donor, but he refused the gift under such conditions.

Miss Nuthall has shown what practice can achieve, for while some few years ago she did not own an overhead delivery at all, she has to-day an overhead service that, in its functioning, well, is a thing to be proud of. She prays for the advent of a demon server; let this country own such a freak! But there are other selfish countries earnestly praying to much the same effect!

AMERICAN SHIPPING COMBINE.

BIG PLANS BEING MADE.

Mr. Edward Danks, the General Agent at Hong Kong for L. Everett Inc., Oriental Agent of Messrs. Roosevelt Steamship Co., operators of the American Pioneer Line, informs us that interests identified with the Roosevelt Steamship Co. have acquired control of the International Mercantile Marine Co., thus forming an amalgamation of two concerns which will constitute the largest shipping combine in the United States and at the same time bring into being one of the largest shipping concerns in the world.

The International Mercantile Marine Co. are old established operators on the Atlantic, principally with the Red Star Line, the Atlantic Transport Co., the Leyland Line, the White Star Line and the Panama Pacific Line. The Belgians, a frequent visitor to Hong Kong on round-the-world cruises, is owned by the Red Star Line. The Panama Pacific Line have the electric turbine steamers Virginia, Pennsylvania and California in this Panama Canal service between New York and San Francisco. The Atlantic Transport Co. own and operate a large fleet of vessels including the passenger liner Minnetonka.

The Roosevelt Steamship Co.'s operations up to the present have been confined to Government tonnage which they recently took over under lump sum charter arrangement, and include regular monthly services between the North Atlantic seaboard and the Philippines, China and Japan, a monthly service between the North Atlantic and Australia, and a twice monthly service between the North Atlantic and various Indian ports including Calcutta, Madras and Bombay. The vessels comprising the fleets of these various services were all recently converted to Diesel propulsion which increased the speed, to between 13 and 14 knots, and the ships operating in the Oriental service are making the voyage between Hong Kong and New York in around 40 days.

From Hong Kong.

The m.s. Triumph now in port loading is scheduled to sail on the afternoon of the 28. The next sailing is the m.s. Courageous scheduled to sail from this port on or about February 29. It is of interest to record that this ship outward bound from New York reached Manila in her usual time of 33 days. Other vessels in the m.s. New York service are the m.s. Wichita, Jeff Davis and Despatch.

At the head of the new combine will be Mr. P. A. S. Franklin, now president of the I.M.M. and an outstanding shipping man in the United States. Mr. Franklin's son, John M. Franklin, who has been a Vice-President of the Roosevelt Steamship Co., will be a Vice-President of the new concern as will Kermitt Roosevelt, organizer and president of the Roosevelt Line, and, Donald Harris, also a present Vice-President of the latter concern. Vincent Astor, who joined the Roosevelt organization as a director some time ago will likewise be a director of the new company.

Plans.

This plans of the new company include the acquisition of Government tonnage which is now in the course of rebuilding known as the Aqueduct Mail Steamship Line, and with which are identified such powers as the Pennsylvania and the Baltimore and Ohio Railroads. No announcement has been made relative to further extensions of the present East Coast service, but it is assumed that plans are afoot which contemplate the assignment of additional and faster ships and which might also include an improved passenger service. The vessels at present on the Oriental run are still owned by the United States Government and under charter arrangement with the Roosevelt Company, however, it is confidently expected the Roosevelt Company will shortly purchase all of the vessels operating in the Shipping Board's American Pioneer Line.

L. Everett Inc., General Agents of the Roosevelt Steamship Co., are also agents of the Tampa Inter-Ocean Steamship Co., operators of the only regular freight service between Hong Kong and the U.S. ports. The vessels on the service are the m.s. Invaluable, Laborator, Volunteer, Dryden, Elbert, Hannover, Scottsburg, Edgemoor, Ethna Allen and Patrick Henry.

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is the Address. Write an Order for the Hongkong Weekly Press and China Overseas Trade Report to be sent you for Three Months or a Year. The first will cost you \$4.00, and the Annual Subscription is \$16.

NAVAL AND MILITARY.

CHANGE OF FLAG IN CHINA FLEET.

The appointment dates from December 23 of Vice-Admiral W. A. Howard Kelly to be Commander-in-Chief in China, but he will not actually succeed Admiral Sir Arthur Wastell until about February 28. Vice-Admiral Kelly will leave London in the a.s. *Rivulipindi* on January 23, and is due at Hong Kong on Feb. 27.

Rescue of Hedwig Crow.

The officer responsible for the excellent boat work which resulted in the rescue of the crew of 14 of the German motor-ship *Hedwig* on December 3, was Commander E. S. F. Fegen, of H.M.S. *Suffolk*, the son of the late Admiral Frederick F. Fegen, M.V.O. The *Hedwig* ran aground in very rough weather on the Pratas reef, between the coast of China and the Philippines. Details have already been published, and in the House of Commons on Dec. 17 it was announced that Admiralty appreciation had been conveyed to those concerned. Commander Fegen has had 20 years' naval service.

Four more submarines, delayed from the programmes of 1926 and 1927, should be ready to proceed to the China Station early in the New Year. The *Olympus* will complete alterations at Devonport on Jan. 21. The *Orpheus* is already completed at Portsmouth. The *Parthian* has been made ready at Chatham, and early in January the *Phaon* was completed at the works of Cammell Laird and Co. Birkenhead. Four of the "O" type submarines are now in China, and four of the "P" class are en route on their way out. The two recently in collision, the *Pandora* and *Proteus*, will be repaired there, spares being sent from England. The *Perseus* and *Pontedon* were to proceed without them, leaving on Dec. 28.

Staff Intelligence Officer.

Commander F. H. P. Maurice, who was promoted in the midsummer list, will join the staff at the Admiralty on Jan. 1 for temporary duty before taking up the post of Staff Officer for Intelligence at the Admiralty. Vice-Admiral W. A. Howard Kelly, the newly appointed Commander-in-Chief in China, is succeeded by Lieut.-Commander W. B. Keith, one of the few executive officers who are qualified as interpreters in Japanese. Commander Maurice specialised in tropical

THE PROBLEM OF SILVER.

SALES BY INDIA ONLY A NEGLIGIBLE FACTOR.

VIEWS IN LONDON.

London, January 19.—I learn in a well-informed quarter, which is regarded to reflect the official view that the sales of silver by the Government of India constitute a comparatively negligible factor in the silver situation of the world, says a correspondent in the *North-China Daily News*. A more serious element is the large return of silver rupees to the treasuries of the Government of India since the publication of the Hilton-Young Report (1929).

That Report, *inter alia*, recommended that the ordinary medium of circulation in India should remain the currency note and the silver rupee, and that the stability of the currency in terms of gold should be secured by making the currency directly convertible into gold for all purposes, but that gold should not circulate as money. An obligation should be imposed by statute on the currency authority to buy and sell gold without limit at rates determined with reference to a fixed gold parity of the rupee but in quantities of not less than 400 fine ounces, no limitation being imposed as to the purpose for which the gold was required.

The Commission also assumed the transfer of the management of the paper currency and the conduct of the Government of India's remittances to the Imperial Bank of India, and when the scheme came fully into operation that gold coin and banknotes should be unlimited legal tender and rupees up to Rs. 50 only. Until recently the production of silver has remained more or less constant. It is estimated that 240,000,000 ounces were produced in 1929 as against 220,000,000 ounces in 1928. With the present low prices continuing a further reduction in the supply has been made difficult owing to the decline in prices. So long as other producers continue the output on lines most profitable to themselves the suggestion that the Government of India should deny to itself the right to liquidate by moderate sales its accumulation of silver is not a realistic one. The recent fall is due to the fact that China's import trade has not revived to the same extent as the export trade. Consequently there has been very little demand for silver, and the demand, if anything, has been for gold.

WESTMINSTER GLEE SINGERS.

ROLLICKING PROGRAMME OF ENGLISH MUSIC.

SUCCESS AT THE THEATRE ROYAL.

The Westminster Glee Singers gave us what they promised, at the Theatre Royal last night—a thoroughly good evening of rollicking English music, interspersed with a few graver numbers. All the items were beautifully rendered and loudly applauded by an extremely large audience.

The Sailor Shanties went best of all. Albert Greene, the comedian of the troupe, has a most melodious voice, and, also, the true comic manner. His face and his gestures alone made the house rock. How the whole troupe of men enjoyed singing these songs—"Billy Boy" and "What Shall We Do With a Drunken Sailor," perhaps most of all, though house and singers also delighted in the broad humour of the "Morning Dew" ditty.

The programme, printed below, hardly does more than indicate the entertainment for encores were given with lavish prodigality. Ernest McKinley's Maori Song, good though it was, hardly gained the applause won by the negro Spirituelle, "I've got a robe," and again by the old favourites about apples on a lilac tree. Very good bass songs were given by James Barber, but it was in concerted work, and most of all in the delightful "mock tragedy" quartette of "Mother Hubbard" that Barber gained his most notable triumphs.

The six boys soprano sang very well indeed. "Pipes of Pan," from the *Arcadians*, was their best number, though, with the men, they made the old ratters echo with "Men of Harlech." The solos by Knox Godfrey were carefully rendered, but, especially in the Gounod Serenade, the accompaniment was too strong.

The second half opened with a short selection of sacred music, and the programme finished appropriately with "Widdicombe Fair" and "Oh Dear, What can the Matter be."

The Westminster Glee Singers are here another five nights, and a matinee on Saturday, and we are sure that everyone who heard them last night will do his best to go and hear the other programmes. It is a joy to listen to this sane and homely music of our native land, and we should at least give our full support to Mr. Branscombe and his talented troupe.

PROGRAMME.

Part I.

Vocal Waltz: "Breeze of the Night" (Charles Lamothé) (The Gentlemen).
Unison Song: "The Pipes of Pan" (Lionel Moncton) (The Boys Soprano).
Bass Solo: "Youth will needs have Dalliance" (Sir A. Sullivan) (Words by King Henry VIII.) (James Barber).
Part Song: "Orpheus with his Lute" (Sir Edward German) (The Glee Singers).
Soprano Song: "Serenade" (Chas. Gounod) (Knox Godfrey).
Glee: "Haste Ye, Soft Gales" (G. W. Martin) (The Gentlemen).
Maori Song: (Ernest McKinley).
Sailor Shanties (with chorus) (arr. by Sir Richard Terry).
"Clear the Deck"
"Tom's gone to Hilo"
"Billy Boy"
(Albert Greene).
A Cycle of Welsh Airs (arr. by E. Branscombe and Donald Reid).
"Swansea Market"
"All Through the Night"
"The Men of Harlech"
(The Glee Singers).

INTERVAL.

A Short Selection of Sacred Music (The Glee Singers).
Scottish Air: "Ye Banks and Braes" (arr. by D. Reid) (with vocal accompaniment) (Donald Reid).
Humorous Quartet: "There are Women" (Donald Reid) (The Gentlemen).
Baritone Song: "Silent Noon" (Vaughan Williams) (Willard Thomas).
A Group of Old English County Songs.
"The Lark in the Morn'" (Somersetshire).
"I'm Seventeen come Sunday" (Somersetshire).
(arr. by E. Branscombe) (The Glee Singers).
"A Song of Oler" (Herfordshire) (James Barber).
"Among the Leaves so Green" (Warwickshire) (arr. by Cecil Sharp) (Maxwell Oldaker and the Boys Soprano).
"A Farmer's Son" (Shropshire) (arr. by H. W. Schartau) (Alan Goddard, Wm. Lowry R. Scott, J. Butler).
"Widdicombe Fair" (Devonshire) (Traditional) (Albert Greene).

(Continued at foot of next column.)

CIGARETTE CARDS

LARGEST STOCK IN THE WORLD
List of nearly 1000 sets free.
SEND, 21, 23, 25 or £10 for
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MIDDLESEX ENGLAND.

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FRIDAY, JAN. 30, 1931,

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A LARGE QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE.

Comprising:-

Blackwood and Teak Hainstand, Chesterfield Couch and Chairs, Plush Covered Drawing Room Suite, Teak Silver Cabinet, Teak Book-case, Dining Table, Chairs, Sideboard, Teak Wardrobe with Bevelled Mirror Doors, Dressing Tables, Teak and Camphorwood-Chests of Drawers, Brass, Iron and Teak Bedsteads, Large English and Tientsin Carpets and Rugs, Curtains, Large Blackwood and Marble Top Round Table and Stools, Chinese Hand Paintings, Cutlery, Crockery, Glass Ware, Brass Ornaments and Curios, Wardrobe and Cabin Trunks, Gramophones, Records and Cabinets, etc., etc.

also

A Collection of Blackwood Ware.

A Quantity of Very Fine Porcelain Flower Pots and Stands

and

One Piano by W. ROBINSON & Co.

TERMS—CASH ON DELIVERY.

On View from THURSDAY, the 26th JANUARY, 1931.

LAMBERT BROS.,
AUCTIONEERS.

EXCHANGE.

CLOSING QUOTATIONS.

January 26, 1931.

ON LONDON:-
Telegraphic Transfer... 114
Bank Bills, on demand 112
Bank Bills, 4 months' sight... 111
Credits, 4 months' sight... 117
Documents, 4 months' sight... 117 7/10
ON PARIS:-
Bank Bills, on demand 605
Credits, 4 months' sight 640
ON NEW YORK:-
Bank Bills, on demand 231
Credits, 60 days' sight 244
ON BOMBAY:-
Telegraphic Transfer Bank, on demand 103
ON CALCUTTA:-
Telegraphic Transfer... 60
Bank, on demand 114 7/10
ON SHANGHAI:-
Bank, at sight 133 3/4
ON YOKOHAMA:-
On demand 48
ON MANILA:-
On demand 47 1/2
ON SINGAPORE:-
On demand 49 1/2
ON BATAVIA:-
On demand 50 1/2
ON HAIKONG:-
On demand 61 1/2
ON SAIGON:-
On demand 61 1/2
ON HANKOW:-
On demand 184
SOVEREIGNS, Bank's Buying Rate... 17 1/2
SILVER, per oz... 3 15/16

"Oh dear, What can the Matter be!" (Suffolk) (arr. by E. Branscombe) (The Glee Singers).
God Save the King.

The Boy Soprano—Paul Robinson, Robert Cook, Alan Goodered, Desmond White, Knox Godfrey, Thomas Turner.

The Male Alto—Donald Reid and William Lowry.

The Tenors—Ernest McKinley, Robert Scott and Maxwell Oldaker.

The Bass—Harriet—Albert Greene.
The Accompanists—Ed. Branscombe and Donald Reid.
Managers—Dan O'Connor and Charles Dearden.
Director—Edward Branscombe.

LAMBERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell BY

PUBLIC AUCTION

ON

TUESDAY, JAN. 27,

COMMENCING AT 11.30 A.M.

At No. 178, THE PEAK,

A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE

ALSO NUMEROUS POT PLANTS.
(Full Particulars from Catalogues).

On View From MONDAY, the 26th JANUARY, 1931, Noon.

TERMS—CASH ON DELIVERY.

LAMBERT BROS.,
AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received Instructions from The Liquidators of The Industrial Commercial Bank

To Sell BY

PUBLIC AUCTION

ON

WEDNESDAY, JAN. 28,

COMMENCING AT 2.30 P.M.

AT THE PREMISES OF THE
INDUSTRIAL COMMERCIAL
BANK, QUEEN'S ROAD
CENTRAL.

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FURNITURE, AND
VALUABLE OFFICE
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Teak Desk, Office Chairs, Typewriting Tables, Teak Filing Cabinet, Large Carved Teak Table and Chairs, Teak Benches, Bookcases, Teak Telephone Booth, Large and Small Steel Filing Cabinets, Copying Press, Remington Typewriter, Wall Clock, Table Fans, Electric Lights and Fittings, Large Mirrors, Burroughs Adding Machine, Sandstrand Adding Machine, Monroe Calculating Machine, Automatic Time Stamp Machine, etc., etc.

also

Large Combination Steel Cabinet

Herring Hall Marvin Safe

York Safe.

On View from TUESDAY, the 27th JANUARY, 1931.

TERMS—CASH ON DELIVERY.

LAMBERT BROS.,
AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell BY

PUBLIC AUCTION

ON

FRIDAY, JAN. 30, 1931,

COMMENCING AT 10.30 A.M.

At No. 6, MINDEN AVENUE

(KOWLOON)

A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE

(Full particulars from Catalogue).

On View From THURSDAY, the 26th JANUARY, 1931.

TERMS—CASH ON DELIVERY.

LAMBERT BROS.,
AUCTIONEERS.

PASSENGERS.

Arrivals.

The following passengers arrived yesterday by R.M.S. Empress of Asia:—Miss M. Layne, Miss C. LeFevre, Mrs. P. F. LeFevre, Mr. P. C. Owen, Stanton, Mr. G. L. Blum, Miss M. Botelho, Mr. D. K. Chow, Mr. Fong Tack Yuen, Mr. M. A. Johnson, Mr. Lindsay Liu, Mr. F. P. Ling, Mrs. and Master Leung, Mr. K. Loung, Mr. and Mrs. R. T. McDonnell, Dr. and Mrs. J. A. Mino, Mr. G. W. Philco, Mr. and Mrs. H. A. Pan, Mr. and Mrs. Pan Yu Sin, Mr. and Mrs. Riddell, Mr. and Mrs. H. P. Surrey, Mrs. A. H. Smith, Mr. E. W. Stagg, Mr. and Mrs. D. S. Yuen, Master L. Yuen and infant.

The following passengers arrived on Sunday by S.S. President Jackson:—Mr. Rahmim Almar, James Barber, Mr. Emilio Bando, Mr. and Mrs. Edward Brancaccio, Mr. Robert Cook, Mr. Manuel Crispino, Mr. W. H. Daub, Mr. Knox Gouley, Mr. Alan Goudered, Mr. and Mrs. Albert Green, Mr. F. Gregory, Mr. Alan Hammond, Mr. K. M. Hoh, Dr. J. H. Lampe, Dr. John Lowe, Mr. and Mrs. William Lowry, Mr. Duhan MacFarlane, Mr. Ernest McKinley, Mr. F. Menier, Mrs. O. E. Meyer, Miss Phyllis Meyer, Prof. and Mrs. B. Nocht, Miss Elsie Paradies, Mr. Chas. Redele, Mr. Donald Reid, Mr. Paul Robinson, Miss Mildred Sproul, Mr. Robert Scott, Mr. Thomas Turner, Mr. Wilfred Thomas, Dr. and Mrs. J. C. Tull, Mr. Desmond White, Mr. Leonard Yates.

SHIPPING MOVEMENTS.

The R.M.S. Empress of Canada arrived at Hong Kong on the 23rd instant at 6 a.m., left the same day at 5 p.m., is due at Hong Kong on February 7, and leaves for Manila on the same day at 5 p.m.

The R.M.S. Empress of Russia arrived at Vancouver on the 21st instant, leaves Vancouver on the 31st instant, is due at Hong Kong on February 23, and leaves for Manila on the same day.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'s Steamers "KILWA".

ARRIVED HONG KONG ON 27th JANUARY, 1931.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORT SAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES OF Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at risk in the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 14th February, 1931, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Monday next (Thursday), within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 16th February, 1931, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MAOHLINSON, MAOKENZIE & Co., Agents.

Hong Kong, 26th Jan., 1931. [242]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "LYCAON".

FROM UNITED KINGDOM VIA SINGAPORE.

are hereby notified that their Cargo will be discharged into the Godown, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at the Wharf. The Cargo will be ready for Delivery from Godown on and after 26th January.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd February will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 10th February, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

26th January, 1931. [245]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

The Steamship "BENROCHE".

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th February, 1931, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hong Kong, 24th Jan., 1931. [248]

THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE Motor Vessel "AFRIKA".

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 4th February, 1931, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.

Hong Kong, 24th Jan., 1931. [249]

HAMBURG-AMERIKA LINIE



FAR EASTERN MAIL-FREIGHT and PASSENGER SERVICE—between: JAPAN, CHINA, HONG KONG, PHILIPPINES, STRAITS SETTLEMENTS, COLOMBO and EUROPE.

SAILINGS TO EUROPE.

VESSEL	DESTINATION	LEAVING HONG KONG
M.V. "SAUERLAND"	(1) Genoa, Rotterdam & Hamburg	7 Feb.
M.V. "LIVERRUGEN"	(1) Genoa, Rotterdam & Hamburg	7 Mar.
M.S. "SAARLAND"	(1) Genoa, Rotterdam & Hamburg	6 Mar.
M.S. "KULMBERG"	(1) Genoa, Rotterdam & Hamburg	23 Mar.

Other Ports of Call if Inducement offers.

ARRIVALS FROM EUROPE.

VESSEL	DESTINATION	LEAVING HONG KONG
M.V. "RAMSES"	(1) ...	29 Jan.
M.V. "LIVERRUGEN"	(1) ...	8 Feb.
M.V. "SAARLAND"	(1) ...	17 Feb.
M.V. "KULMBERG"	(1) ...	1 Mar.

Subject to Alteration without Notice.

(1) Excellent Accommodation for Passengers, Qualified Surgeon carried.

(2) Limited Passenger Accommodation, Qualified Surgeon carried.

For further particulars please apply to:

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ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA.

Pres. Fillmore, Dollar, Feb. 3.

Pres. Monroe, Dollar, Feb. 22.

AMSTERDAM.

Haiching, Douglas, Jan. 27.

Yuenang, Jardine's, Jan. 27.

Taiyuan, B. & S., Jan. 28.

Haiching, Douglas, Jan. 28.

Yuenang, Jardine's, Jan. 28.

Taiyuan, B. & S., Feb. 1.

Haiching, Douglas, Feb. 1.

Yuenang, Jardine's, Feb. 1.

Taiyuan, B. & S., Feb. 8.

Haiching, Douglas, Feb. 8.

Yuenang, Jardine's, Feb. 8.

Taiyuan, B. & S., Feb. 13.

Haiching, Douglas, Feb. 13.

Yuenang, Jardine's, Feb. 13.

Taiyuan, B. & S., Feb. 18.

Haiching, Douglas, Feb. 18.

Yuenang, Jardine's, Feb. 18.

Taiyuan, B. & S., Feb. 23.

Haiching, Douglas, Feb. 23.

Yuenang, Jardine's, Feb. 23.

Taiyuan, B. & S., Feb. 28.

ANTWERP.

Peru, Manners, Jan. 30.

Kashima, Maru, N.Y.K., Feb. 7.

Philoctetes, B.F., Feb. 7.

Castor, Star, Dodwell's, Feb. 14.

Kashima, Maru, N.Y.K., Feb. 14.

Yasukuni Maru, N.Y.K., Feb. 21.

Afrika, Manners, Feb. 26.

Ramsey, Jensen, Feb. 26.

AUSTRALIAN PORTS.

Neilore, E. & A., Jan. 31.

Change, B. & S., Feb. 16.

Ritono Maru, N.Y.K., Feb. 19.

Tanda, E. & A., Feb. 28.

BALTIC PORTS.

Peru, Manners, Jan. 30.

Afrika, Manners, Feb. 26.

BALTIMORE.

Foylebank, Bank, Feb. 4.

Helorus, B.F., Feb. 6.

Lossiebank, Bank, Feb. 11.

BANGKOK.

Kiangsu, B. & S., Feb. 2.

BARCELONA.

Derflinger, Melchers, Feb. 7.

BOMBAY.

Tottori Maru, N.Y.K., Jan. 29.

Yamagata Maru, N.Y.K., Jan. 31.

Comorin, P. & O., Jan. 31.

Kiddemore, P. & O., Feb. 5.

Carignano, Dodwell's, Feb. 8.

Iyo Maru, N.Y.K., Feb. 11.

Caravia, Dodwell's, Feb. 22.

BOSTON.

Malayan Prince, Furness, Jan. 30.

Atago Maru, N.Y.K., Feb. 4.

Foylebank, Bank, Feb. 4.

Helorus, B.F., Feb. 6.

Pres. Fillmore, Dollar, Feb. 8.

Lossiebank, Bank, Feb. 11.

Pres. Monroe, Dollar, Feb. 22.

Cingalese Prince, Furness, Feb. 23.

BREMEN.

Lahn, Melchers, Jan. 27.

Derflinger, Melchers, Feb. 7.

Havel, Melchers, March 3.

BRINDISI.

Carignano, Dodwell's, Feb. 8.

Caravia, Dodwell's, Feb. 22.

CALCUTTA.

Rangoon Maru, N.Y.K., Jan. 30.

Yamagata Maru, N.Y.K., Jan. 30.

Kutsumi, Jardine's, Feb. 2.

Nagato Maru, N.Y.K., Feb. 7.

Takada, B.I., Feb. 7.

Yuenang, Jardine's, Feb. 14.

Takada, B.I., Feb. 27.

CASABLANCA.

Philoctetes, B.F., Feb. 7.

Kashgar, P. & O., Feb. 14.

CEBU.

Helorus, B.F., Feb. 6.

CHEFOO.

Kueichow, B. & S., Feb. 3.

COLOMBO.

Glenapp, Jardine's, Jan. 29.

Tottori Maru, N.Y.K., Jan. 29.

Comorin, P. & O., Jan. 31.

Yamagata Maru, N.Y.K., Jan. 31.

Andre Lebon, M.M., Feb. 3.

Kiddemore, P. & O., Feb. 5.

Kashima Maru, N.Y.K., Feb. 7.

Perim, P. & O., Feb. 7.

Carignano, Dodwell's, Feb. 8.

Pres. Fillmore, Dollar, Feb. 8.

Iyo Maru, N.Y.K., Feb. 11.

Glenapp, Jardine's, Feb. 14.

Delagoo Maru, N.Y.K., Feb. 15.

Patroclus, B.F., Feb. 16.

Portos, M.M., Feb. 17.

Yasukuni Maru, N.Y.K., Feb. 21.

Caravia, Dodwell's, Feb. 22.

Pres. Monroe, Dollar, Feb. 22.

COPENHAGEN.

Peru, Manners, Jan. 30.

Afrika, Manners, Feb. 26.

DALNY.

Chirchua, B. & S., Feb. 3.

Antenor, B.F., Feb. 7.

DUTCH PORTS.

Lahn, Melchers, Jan. 27.

Glenapp, Jardine's, Jan. 29.

Ceylon, Gilman's, Jan. 30.

Peru, Manners, Jan. 30.

Philoctetes, B.F., Feb. 7.

Derflinger, Melchers, Feb. 7.

Kashima Maru, N.Y.K., Feb. 7.

Perim, P. & O., Feb. 7.

Sauerland, Jensen, Feb. 7.

City of Lille, Bank, Feb. 9.

Glenapp, Jardine's, Feb. 14.

Celtic Star, Dodwell's, Feb. 14.

Kashgar, P. & O., Feb. 14.

Patroclus, B.F., Feb. 16.

Yasukuni Maru, N.Y.K., Feb. 21.

Afrika, Manners, Feb. 26.

Ramsey, Jensen, Feb. 26.

Shantung, Gilman's, Feb. 28.

Havel, Melchers, March 3.

FOOCHOW.

Haiching, Douglas, Jan. 27.

Yuenang, Jardine's, Jan. 27.

Taiyuan, B. & S., Jan. 28.

Haiching, Douglas, Jan. 28.

Yuenang, Jardine's, Jan. 28.

Taiyuan, B. & S., Feb. 1.

Haiching, Douglas, Feb. 1.

Yuenang, Jardine's, Feb. 1.

Taiyuan, B. & S., Feb. 8.

Haiching, Douglas, Feb. 8.

Yuenang, Jardine's, Feb. 8.

Taiyuan, B. & S., Feb. 13.

Haiching, Douglas, Feb. 13.

Yuenang, Jardine's, Feb. 13.

Taiyuan, B. & S., Feb. 18.

Haiching, Douglas, Feb. 18.

Yuenang, Jardine's, Feb. 18.

Taiyuan, B. & S., Feb. 23.

Haiching, Douglas, Feb. 23.

Yuenang, Jardine's, Feb. 23.

Taiyuan, B. & S., Feb. 28.

GENOA.

ARRIVALS.

January 25.
An Lee, Chinese str., 992 tons,
Capt. S. Sano, from Dairen,
Stoncutters—Yee Tai Hong.
Apoo, British str., 1,778 tons,
Capt. C. W. Shearer, from
Hongkong, Kowloon Wharf.
—Dodwell & Co.
Glenworth, British str., 3,316
tons, Capt. D. W. Aitchison,
from Antwerp, Kowloon Wharf.
—Dodwell & Co.
Helenus, British str., 4,910 tons,
Capt. James Davis, from Koo-
lung, buoy No. A19.—B. & S.
Hirundo, Norwegian str., 1,123
tons, Capt. J. A. Pedersen, from
Swatow, buoy No. C9.—Thore-
sen & Co.
Prosper, Norwegian str., 1,377 tons,
Capt. E. D. Knutsen, from Hoi-
how, buoy No. B17.—K. Larsen
& Co.
Rondo, Dutch str., 4,755 tons, Capt.
P. C. Christie, from Shanghai,
buoy No. A8.—J.C.J.L.
Shinsei Maru No. 6, Japanese str.,
2,127 tons, Capt. S. Ozawa,
from Singapore, Yaumati An-
chorage.—Yuen Sang Tai.
Taiyuan, British str., 2,100 tons,
Capt. R. Robertson, from
Amoy, buoy No. B20.—B. & S.
Tijlwin, Dutch str., 3,001 tons,
Capt. A. A. Berkhout, from
Moj, buoy No. A7.—J.C.J.L.
January 26.
Athena, British str., 5,231 tons,
Capt. J. F. Taylor, from Pro-
boling, Co's Wharf.—Pure
Cane Molasses & Co.
Bremerhaven, German str., 917 tons,
Capt. J. Engels, from Madang,
buoy No. A6.—Melchers & Co.
Canton, French str., 970 tons, Capt.
F. L. Morvan, from Haiphong,
buoy No. B16.—M. M.
Emp. of Asia, British str., 8,443
tons, Capt. L. D. Douglas, from
Vancouver, 174 ports.
Kliva, British str., 9,000 tons,
Capt. E. E. W. Dawson, from
London via Singapore, Kow-
loon Wharf.—M. M. & Co.
Linn, German str., 5,300 tons,
Capt. Nimsen, from Shanghai,
buoy No. A6.—Melchers & Co.
Pres. Taft, American str., 8,415
tons, Capt. K. A. Ahlin, from
Shanghai, Dollar Line.
Yuen Sang, British str., 3,229 tons,
Capt. J. W. Pettigrew, from
Singapore, Penang and Calcut-
ta, Kowloon Wharf.—J. M. &
Co.

CLEARANCES.

January 26.
An Lee, for Canton.
Chienku, for Shanghai.
Deli Maru, for Canton.
Haidis, for Wuhu.
Hydrangea, for Swatow.
Jahso Maru, for Keelung.
Kliva, for Shanghai.
Lahn, for Singapore.
Linn, for Shanghai.
New Mathilda, for Hoitow.
Paling Maru, for Canton.
Pres. Jackson, for Shanghai.
Rondo, for Manila.
Soliken, for Canton.
Sunkong, for E. C. Wan.
Taiyuan, for Swatow.
Waishing, for Swatow.
Yei Maru, for Hongkong.
Yuen Sang, for Amoy.

SHIPS IN HARBOUR.

The following vessels were in
port yesterday—
Buoy—A1 Katori Maru, A3
Tyndarus, A5 Yuan Lee, A6 Me-
chers, A7 Tjilwin, A8 Rondo,
A9 Everett, A10 Helenus, B1 Hang-
sang, B2 Waishing, B3 Chungkong,
B4 Linan, B14 Kwangtung, B16
Haidis, B17 Prosper, B19 Borneo,
B10 Yei Maru, B20 Tai Yuan, B21
Kiangsu, B22 Himsang, B23 Sol-
viken, C1 Kamagata, C2 Kaipei,
C3 Paling Maru, C4 Johsso Maru,
C5 Hirundo.

HONG KONG METEOROLOGICAL
REGISTER.

Hong Kong Observatory, January 26.

	Previous Day	On Date at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer...	29.89	30.03	29.89	
Temperature...	66	69	78	
Humidity...	91	89	84	
Wind— Direction...	F	E	E	
Force...	3	0	0	
Weather...	OM	OP	BO	
Rain...	0.0	0.0	0.0	

Highest open-air temperature, 25.67.

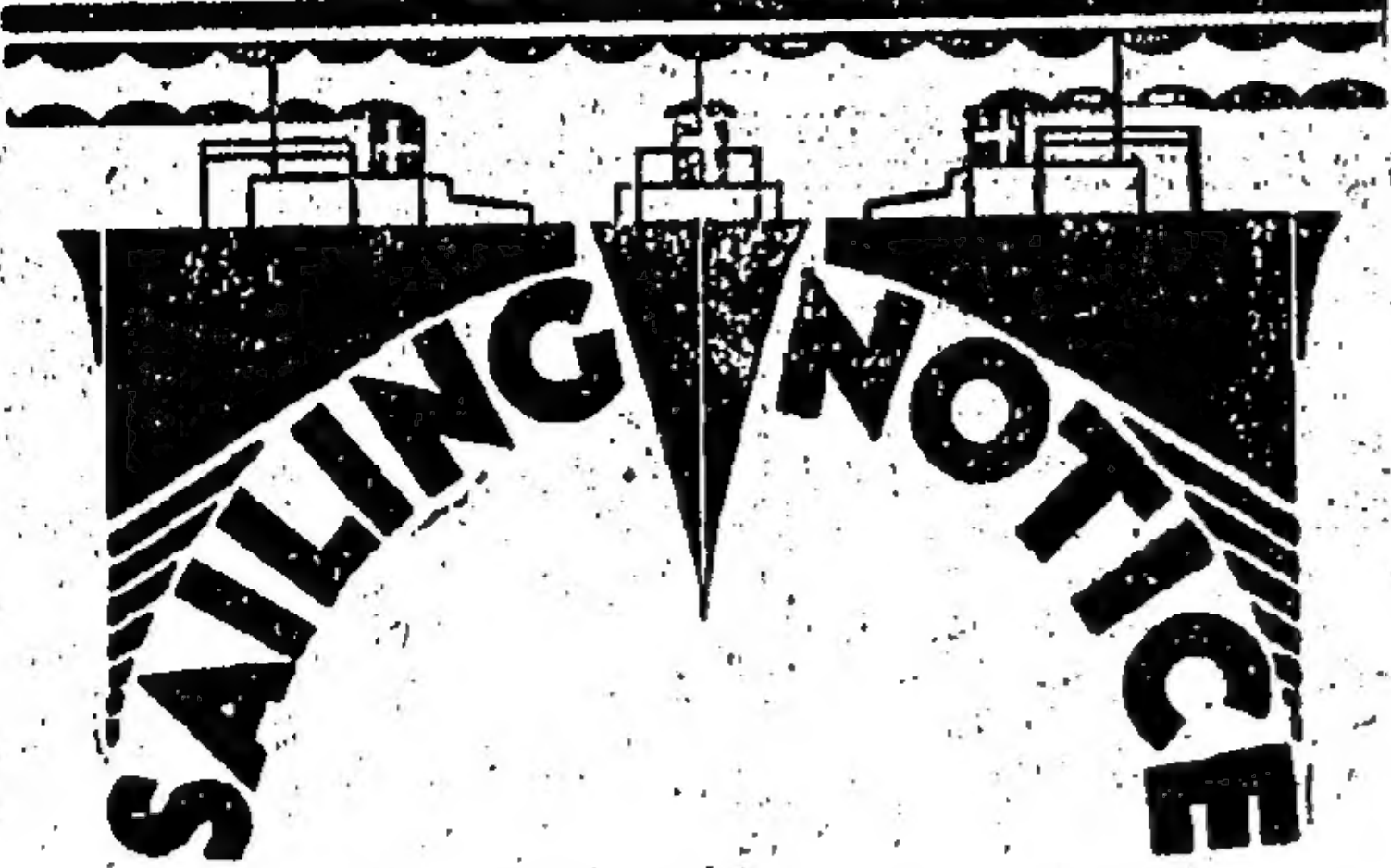
Lowest open-air temperature, 23.66.

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

HONG KONG TIDE TABLE

From Jan. 27 to Feb. 2, 1931.

		HIGH WATER.		LOW WATER.	
Day of Week	Date of Month	Hong Kong Standard Time.	Height	Hong Kong Standard Time.	Height
Tues	27	h. m. 01 19	h. m. 4 0	h. m. 07 55	h. m. 4 3
Wed.	28	01 15	4 1	23 18	4 3
Thurs	29	02 11	3 9	08 10	4 3
Fri.	30	02 50	3 2	23 52	4 3
Sat.	31	03 35	2 4	08 00	4 3
Sun.	1	04 35	1 5	01 00	4 3
Mon.	2	05 35	1 0	01 55	4 3
		06 35	0 2	02 50	4 3
		07 35	0 3	03 45	4 3
		08 35	0 3	04 40	4 3
		09 35	0 3	05 35	4 3
		10 35	0 3	06 30	4 3
		11 35	0 3	07 25	4 3
		12 35	0 3	08 20	4 3
		13 35	0 3	09 15	4 3
		14 35	0 3	10 10	4 3
		15 35	0 3	11 05	4 3
		16 35	0 3	12 00	4 3
		17 35	0 3	12 55	4 3
		18 35	0 3	01 50	4 3
		19 35	0 3	02 45	4 3
		20 35	0 3	03 40	4 3
		21 35	0 3	04 35	4 3
		22 35	0 3	05 30	4 3
		23 35	0 3	06 25	4 3
		24 35	0 3	07 20	4 3
		25 35	0 3	08 15	4 3
		26 35	0 3	09 10	4 3
		27 35	0 3	10 05	4 3
		28 35	0 3	11 00	4 3
		29 35	0 3	11 55	4 3
		30 35	0 3	12 50	4 3
		31 35	0 3	01 45	4 3



Weekly Trans-Pacific Service

To San Francisco and Los Angeles To Seattle and Victoria.

The Sunshine Belt via Honolulu The Short, Straight Route to America

Fortnightly sailings on Tuesdays Fortnightly sailings on Tuesdays

Pres. Jackson, Tues., Jan. 27, 1 a.m. Pres. Taft, Tues., Feb. 3, 8 a.m.

Pres. McKinley, Tues., Feb. 10 Pres. Jefferson, Tues., Feb. 17

Pres. Grant, Tues., Feb. 24 Pres. Lincoln, Tues., Mar. 3

£120, £112 Special through rates to Europe via United States. Direct

connections with all Atlantic lines. Choice of rail lines

across United States and Canada, liberal stop-over privileges for sight-seeing.

ROUND TRIP FARE TO EUROPE

From HONG KONG TO NAPLES £152. 5. 0d.

" " " MARSEILLES £181. 0. 0d.

" " " LONDON £189. 15. 0d.

Full particulars upon application.

Europe and New York Direct

ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria

Naples, Genoa, Marseilles, New York and Boston.

Pres. Fillmore, Sun., Feb. 8 a.m. Pres. Van Buren, Sun., Mar. 8 a.m.

Pres. Monroe, Sun., Feb. 22 a.m. Pres. Garfield, Sun., Mar. 22 a.m.

To Manila

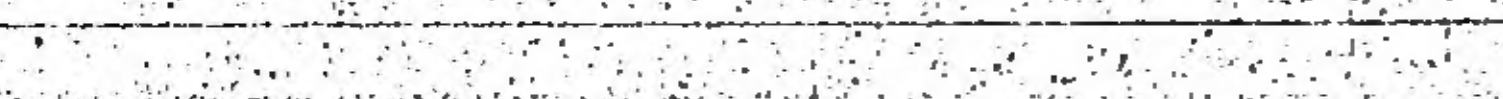
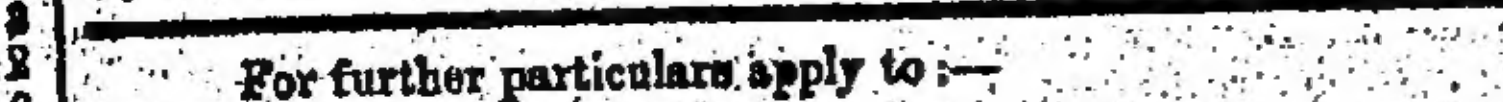
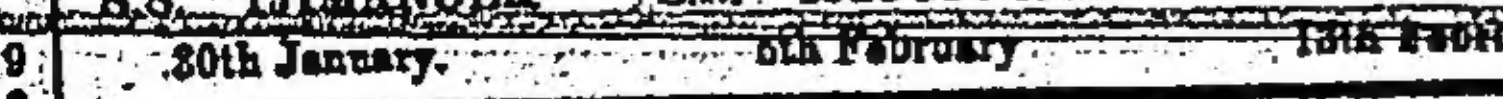
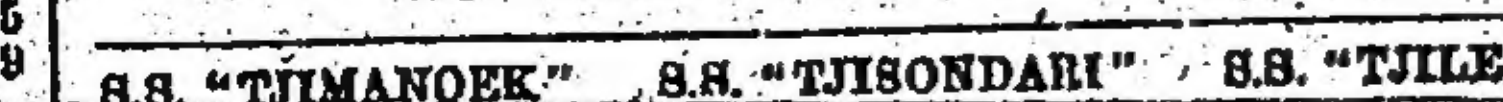
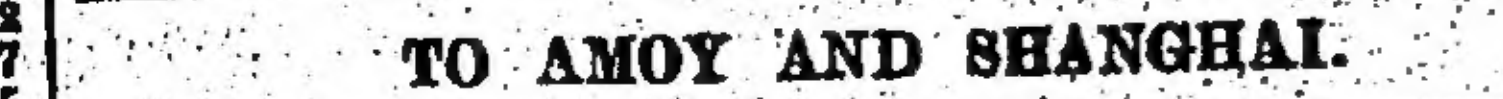
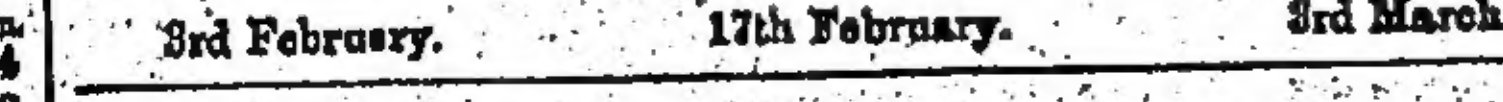
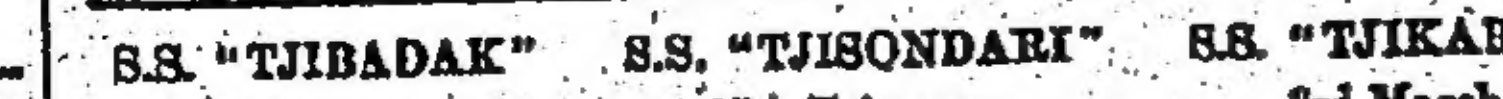
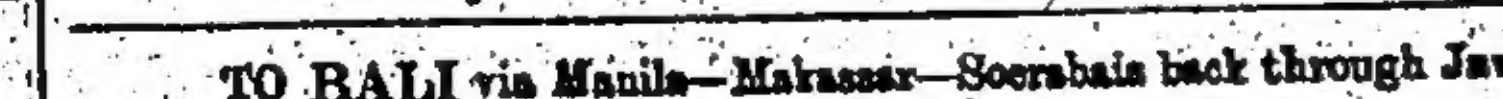
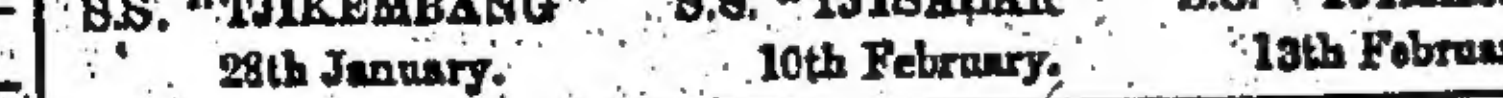
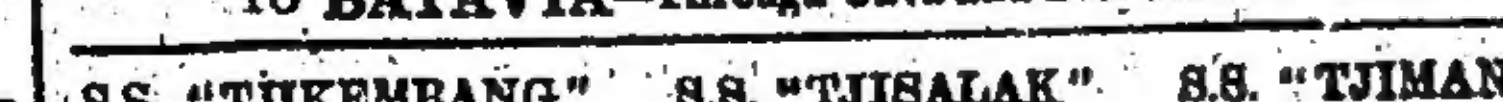
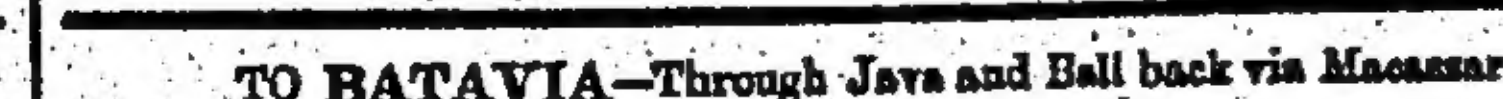
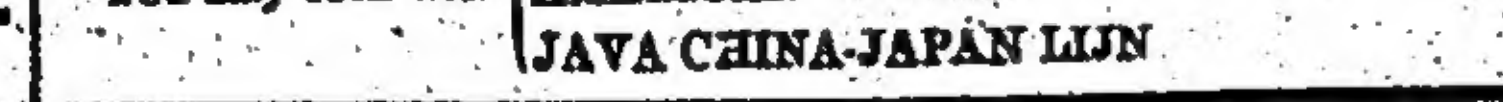
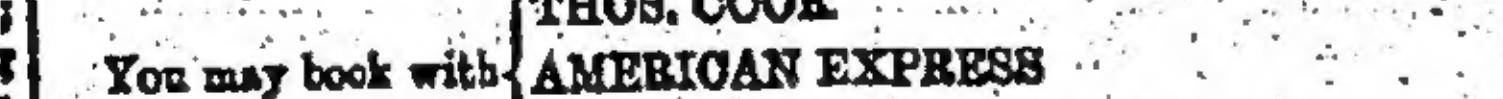
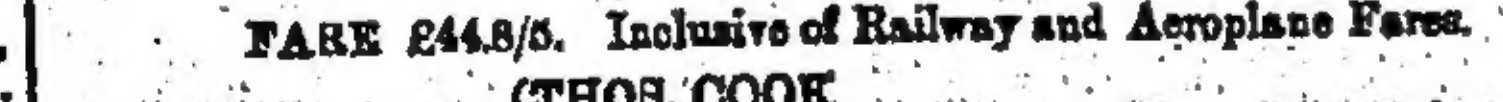
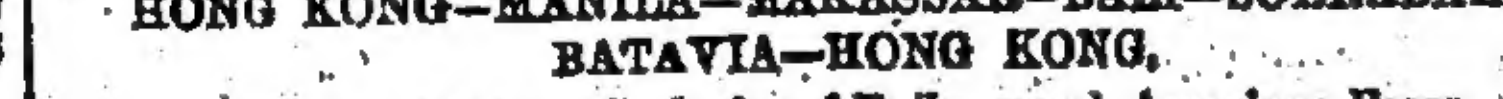
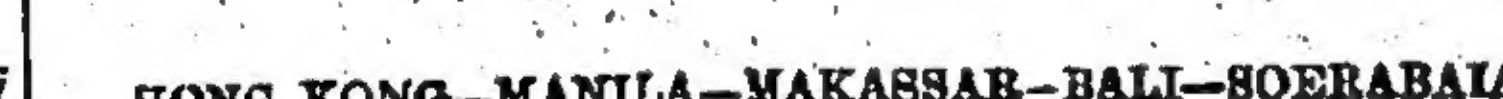
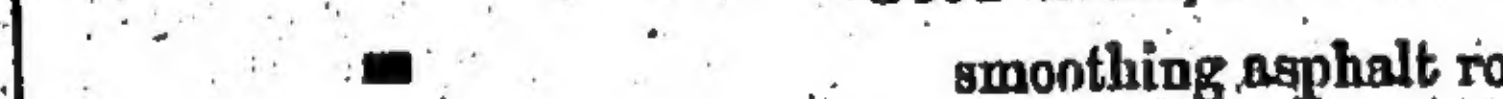
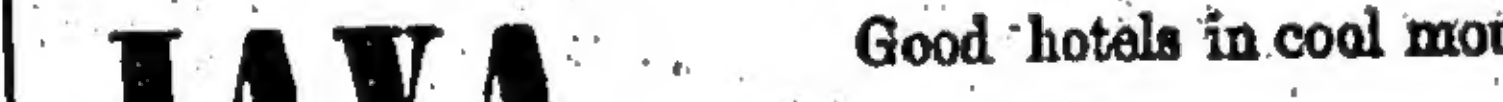
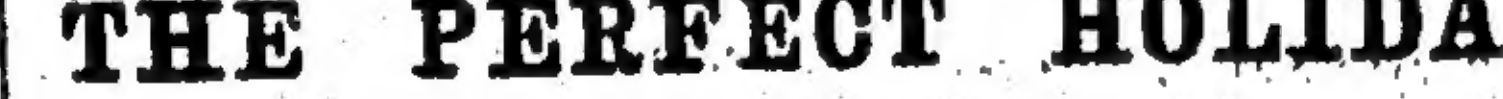
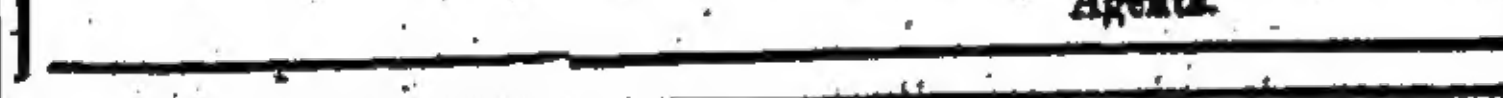
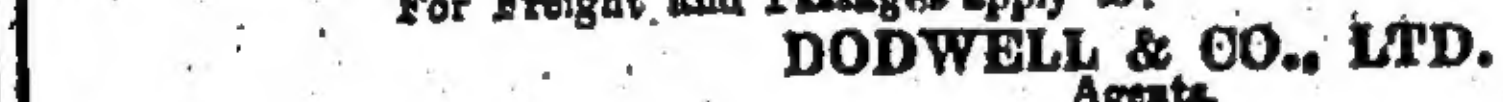
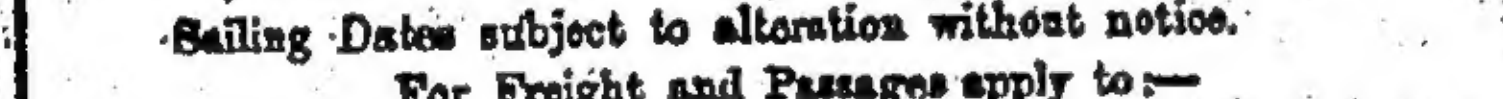
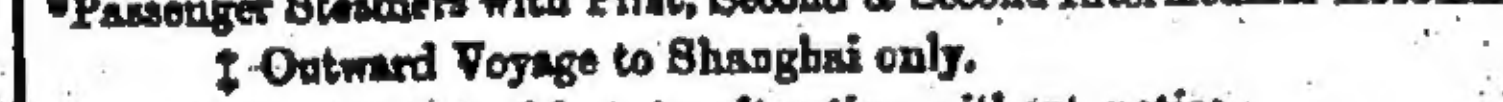
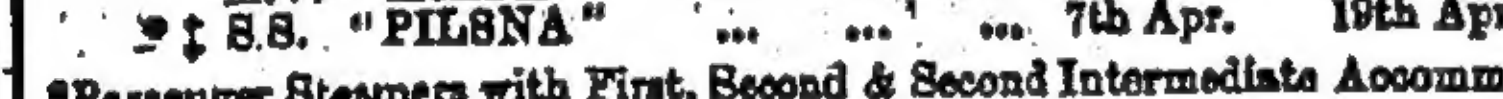
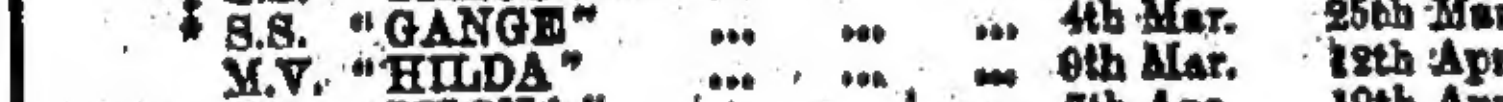
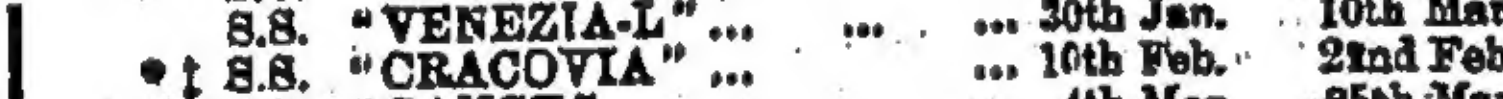
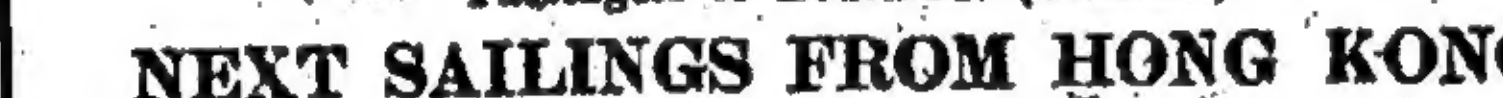
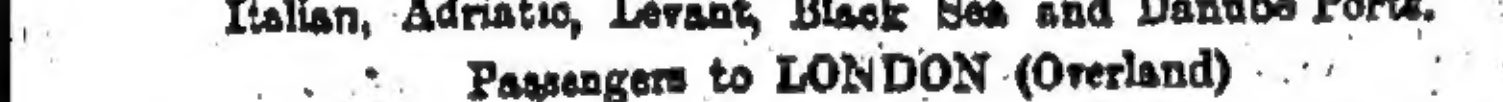
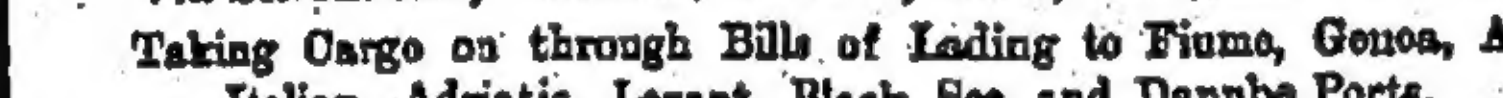
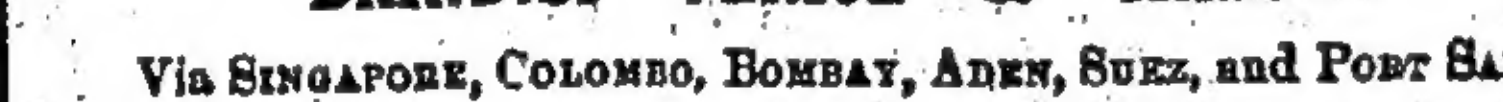
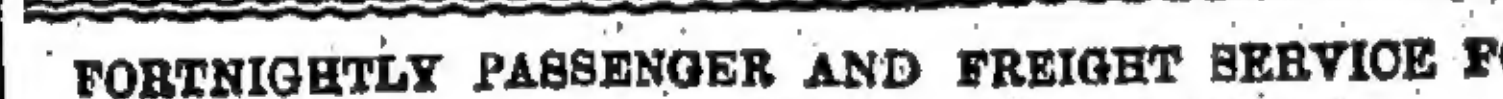
Pres. Taft, Jan. 27, 6 p.m. Pres. Jefferson, Feb. 10, 6 p.m.

Pres. McKinley, Jan. 31, 6 p.m. Pres. Grant, Feb. 14, 6 p.m.

CANTON BRANCH—4, SZA KEE STREET.

DOLLAR STEAMSHIP LINES

AMERICAN MAIL LINE



DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE. SHAREBROKERS' ASSOCIATION.

MONDAY, JANUARY 26.

Banks

H.K. Banks £2,020

Do. (London) £112

Chartered Bank £244

Morsebank Bks. "A" £124

Do. "C" £124

Bank of East Asia £120

Insurance

Canton Insurance £1,300

Underwriters £3,300

North China £600

Union Insurance £600

Yangtze Insurance £600

China Firs £450

H.K. Firs £1,300

Shipping

Douglas £38

Steamboats £38

Indos (pref.) £40

Do. (def.) £25

Shell Transport £23

Water-boats, cum. r. £38

Mining

Benquoats £10

Kailans £7/6

Langkats (comb.) £14/40

Do. (single) £7/40

Explorations £1/2

Shanghai Loans £1/2

Bank £374

Trench Mines £18/

Docks, Wharves,

Godowns, etc.

H.K. & R. Wharves £171

Providents (old) £5,200

Do. (new) £1,500

H.K. Docks £91

South China Motors £10

Shanghai Docks £1,117

New Engineering £1/2

Hongkong £1/2

Lands, Hotels, and

Buildings

H.K. & S. Hotels £12/80

H.L. Lands (old) £34

Do. (new) £34

Shanghai Lands £12/80

H.K. Realty £12/80

Humphreys, cum. r. £17/30

Do. rights £8

Chinese Estates £87

Cotton Mills

Ewen £14/15

Shai Cotton £14

Zong Sings £1/10

Public Utilities

Tramways £17/80

Peak Trains (old) £14

Do. (new) £7

Star Trains £91

China Electric £35/30

H.K. Electric £94

Macao do £94

Sankuan Lights £94

Telephone (fully pd.) £23

Do. (part pd.) £23

China Buses £7/

Traction £7/

Do. (pref.) £7/

Industrials

Caldbeck (ord.) £114

Macgregors (pref.) £11

Canton Loan £3/80

Cements (comb.) £16/85

Do. (old) £11

Do. (new) £44

Ropes £12/30

China Sugar £9

Malabar Sugars £9

Miscellaneous

Dairy Farms (old) £24

Do. (new) £24

Der A. Wings £24

Amusements, rights £24

Do. cum. right £24

Chin. Entertainment £24

Constructions £24

Lane Gravels £4

Mackintosh £31

Nanyang Tobacco £12

Sincora £12

Watsons £12

Wm. Powell £12

Venetian Gold Fils £3/80

B. Ind. G. Bonds £7/6

H.K. Govt. Loans £1061

FOREIGN MAILS

RADIO NOTICE

Individuals and firms are recommended to register their telegraphic address at the Radio Office. No charge is made for this.

Letters and postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

INWARD MAILS.

FROM	PER	DATE
JAPAN, SHANGHAI and AMOY	Ginjo Maru	27th Jan.
JAPAN, SHANGHAI and EUROPE via SIBERIA (London, 8th Jan.)	Tyikombang	27th Jan.
SANDAKAN	Tollari Maru	28th Jan.
AMOI and SWATOW	Tyikombang	28th Jan.
JAVA and MANILA	Timonok	28th Jan.
JAPAN	Nellors	28th Jan.
EUROPE via SUEZ (Letters and papers, London, 1st Jan., 1931, and parcels, 25th December, 1930)	Maloca	30th Jan.
JAPAN and SHANGHAI	Comorin	30th Jan.
U.S.A., CANADA, JAPAN and SHANGHAI (Seattle, 10th January)	Pres. McKinley	31st Jan.
U.S.A., CANADA, JAPAN and SHANGHAI (Seattle, 7th January)	Hikoma Maru	31st Jan.
JAPAN	Shoreline	31st Jan.
SHANGHAI and AMOI	Tyikombang	1st Feb.
JAPAN and SHANGHAI	Andre Lebon	2nd Feb.
AUSTRALIA and MANILA	Tanda	4th Feb.
JAPAN	La Plata Maru	4th Feb.
CANADA, U.S.A., HONOLULU, JAPAN and SHANGHAI (Vancouver, B.C., 17th Jan.)	Emp. of Canada	7th Feb.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 9th January)	Pres. Fillmore	7th Feb.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 10th January)	Pres. Jefferson	9th Feb.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time
Shanghai, Japan and *EUROPE via Siberia	Khiosa	Tuesday, 27th, 10.30 A.M.
Swatow, Amoy and Foochow	Hatching	1.00 P.M.
Strait	Taiposook	2.30 P.M.
Shanghai and *EUROPE via Siberia	Saislan	2.30 P.M.
Manila	Haral	3.30 P.M.
Swatow	Pres. Taft	4.31 P.M.
	Hongkong	5.07 P.M.
Java via Batavia	Tyikombang	Wednesday, 28th, 2.30 P.M.
Haiphong	Tanion	2.30 P.M.
Amoy	Taiyuan	3.30 P.M.
Tourane	Ohung Kong	5.00 P.M.
Amoy and Formosa via Swatow	Deli Maru	Thursday, 29th, 8.30 A.M.
Haitow, Pakhoi and Haiphong	Kwangchow	10.30 A.M.
Straits	Oremer	10.50 A.M.
Shanghai and *EUROPE via Siberia	Typanas	Reg. 5.00 P.M. Letters 6.00 P.M.
Swatow, Amoy and Foochow	Raiyang	Friday, 30th, 1.00 P.M.
Strait, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 27th February	Comorin	Kowloon P. O. Parcels 4.30 P.M. Reg. 31st, 9.00 A.M. Letters 10.00 A.M. G.P.O. Par. 30th, 5.00 P.M. Reg. 31st, 8.45 A.M. Letters 10.30 A.M. Par. 30th, 5.00 P.M. Reg. 5.00 P.M. Let. 31st, 9.00 A.M.
Manila, Rabaul, Australia and New Zealand via Brisbane—due Brisbane, 17th February	Nallors	Saturday, 31st, Reg. 9.15 A.M. Letters 10.00 A.M.
Japan and *Canada via Victoria, B.C.—due Victoria, B.C., 24th February	Tyndarous	4.30 P.M.
Manila	Pres. McKinley	5.00 P.M.
Bangkok via Swatow	Miranda	5.00 P.M.
Japan	Ginyo Maru	FEBRUARY— Sunday, 1st, 8.00 A.M.
Swatow, Amoy and Formosa	Canton Maru	Monday, 2nd, 9.30 A.M.
Bangkok via Swatow	Kiangsu	Parcels Noon Letters 1.00 P.M.
Straits and Calcutta	Kulacang	Tuesday, 3rd, 8.30 A.M. 10.30 A.M.
Manila and Java via Sourabaya	Tybadak	Kowloon P.O. Reg. 1.00 P.M. Letters 1.00 P.M.
Sandakan	Yueang	G.P.O. Reg. 1.45 P.M. Letters 2.30 P.M.
Batavia, Ceylon, India, Mauritius, E. and *S. Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles 8th March	Andre Lebon	Reg. 5.00 P.M.
Swatow, Amoy and Foochow	Hai Ning	2.00 P.M.
Straits	Philicetela	Reg. 5.00 P.M.
Shanghai, Japan, Honolulu and San Francisco—due San Francisco, 25th Feb. and *EUROPE via Siberia	Asama Maru	Wednesday, 4th, Letters 8.30 A.M.
Shanghai, Japan, Canada, U.S.A., C. and S. America, *EUROPE via Vancouver, B.C.—due Vancouver, B.C., 20th Feb. and *EUROPE via Siberia	Emp. of Japan	Wednesday, 4th, Parcels 5.30 P.M. Thursday, 5th, Reg. 9.15 A.M. Letters 10.00 A.M.
Batavia, Ceylon, India, Mauritius, East and South Africa and *South American Ports	La Plata Maru	Friday, 6th, 8.30 A.M.
Manila	Emp. of Canada	Saturday, 7th, 3.30 P.M.

CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI	CHENGHU	On 27th Jan.	4 p.m.
SWATOW, SHANGHAI & TIENTSIN	SUNNING	On 27th Jan.	4 p.m.
AMOI & SHANGHAI	TAIKUAN	On 28th Jan.	5 p.m.
SWATOW & SHANGHAI	CHANGHONG	On 28th Jan.	5 p.m.
SWATOW & SINGAPORE	KWANGTUNG	On 28th Jan.	11 a.m.
HONGKONG, PAKHOI & HAIPHONG	KWANGTUNG	On 28th Jan.	Noon
SHANGHAI	NEWCHUNG	On 28th Jan.	6 p.m.
SWATOW, SHANGHAI & TIENTSIN	SHANTUNG	On 1st Feb.	8 a.m.
AMOI, SWATOW, HOIHOW & SINGAPORE	ANKING	On 1st Feb.	5 p.m.
SWATOW & BANGKOK	KIANGSU	On 2nd Feb.	11 a.m.
SHANGHAI	KANGHONG	On 2nd Feb.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	SUIYANG	On 3rd Feb.	8 a.m.
SWATOW, WEIHOW, CHEFOO	KUOHOW	On 3rd Feb.	8 a.m.
SHANGHAI & DALNY	CHINHUA	On 3rd Feb.	5 p.m.
SWATOW & BANGKOK	KAYING	On 8th Feb.	11 a.m.
HONGKONG, PAKHOI & HAIPHONG	KINGYUAN	On 12th Feb.	Noon

* Sails from Taikoo Dock.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.

TELEPHONE 30331.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

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Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, £95 RETURN.

LONDON (via Australia) from £141/10/-

(Australian Newspapers on 24)

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTE	13th Feb.	16th Feb.	16th Feb.	7th Mar.
TAIPING	13th Mar.	20th Mar.	20th Mar.	8th Apr.
CHANGTE	14th Apr.	21st Apr.	24th Apr.	10th May
TAIPING	14th May	18th May	22nd May	7th June

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S. "PERU"

on or about 30th JANUARY

For PORT SAID, MARSEILLES, HAVRE, ANTWERP,

ROTTERDAM, AMSTERDAM, HAMBURG,

COPENHAGEN AND OTHER SCANDINAVIAN

& BALTIC PORTS.

SAILING LIST.

Other Sailings:	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Afrika"	28th Feb.	28th Feb.
M.S. "Malaya"	28th Feb.	28th March
M.S. "Danmark"	28th Mar.	27th April
M.S. "Java"	28th April	28th May
M.S. "Asia"	28th May	28th June

Optional Bills of Lading issued to United Kingdom Ports.

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[4]

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FREQUENT SERVICE
TO

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NEW YORK

CALLING AT NAPLES

MALAYAN PRINCE	January	30th
CINGALESE PRINCE	February	26th
JAVANESE PRINCE	March	26th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

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All lower berths Doctor carried.
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[12]

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a speciality.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	Time	JANUARY 25, 1931.										JANUARY 26, 1931.									
		Barom.	Therm.	Wind	Dir.	Force	Humid.	Clouds	Visib.	State	Time	Barom.	Therm.	Wind	Dir.	Force	Humid.	Clouds	Visib.	State	Time
Wladivostok	12	30.29	76.4	5	N	6	0	6	30.37	77.1	11	N	4	0	4	0	0	0	0	0	0
Nemuro	11	30.16	76.0	...	NW	1	...	...	29.92	76.0	...	N	1	...	...	...	...	...	...	...	...
Hakodate	...	30.26	76.0	...	WSW	1	...	...	29.88	75.0	...	N	1	...	...	...	...	...	...	...	...
Tokio	...	30.26	76.5	...	NNW	1	...	...	29.84	75.0	...	N	1	...	...	...	...	...	...	...	...
Kobe	...	30.16	76.0	...	...	0	...	...	29.82	75.5	...	N	1	...	...	...	...	...	...	...	...
Nagasaki	...	30.02	76.5	...	...	0	...	...	29.90	75.5	...	N	1	...	...	...	...	...	...	...	...
Kagoshima	...	30.06	76.5	...	...	0	...	...	29.90	75.5	...	N	1	...	...	...	...	...	...	...	...
Oshima	...	30.02	76.5	...	SSE	2	...	...	29.94	76.5	...	N	1	...	...	...	...	...	...	...	...
Naha	...	30.02	76.5	...	SSE	4	...	...	29.98	76.0	...	SSW	2	...	...	...	...	...	...	...	...
Isigakijima	...	30.02	76.5	...	SSW	1	...	...	29.98	76.0	...	SW	1	...	...	...	...	...	...	...	...
Bonin Island	...	30.16	76.0	...	...	0	...	...	30.08	76.0	...	N	1	...	...	...	...	...	...	...	...
Cherbo	15	30.20	76.0	28	N	4	0	5	30.57	77.5	24	N	4	0	5	0	0	0	0	0	0
Shanghai	14	29.97	76.1	50	WNW	4	0	5	30.33	77.0	40	N	4	0	5	0	0	0	0	0	0
Guangzhou	...	30.07	76.2	50	NW	2	0	5	30.34	77.0	40	NNW	6	0	5	0	0	0	0	0	0
Wenchow	...	29.98	76.1	58	SSW	2	0	5	30.16	76.0	47	NE	6	0	5	0	0	0	0	0	0
Foochow	...	29.85	75.8	60	SSE	3	0	5	30.01	76.2	58	NE	4	0	5	0	0	0	0	0	0
Amoy	...	29.92	75.9	65	SSE	4	0	5	29.88	75.9	60	SE	4	0	5	0	0	0	0	0	0
Swatow	...	29.91	75.9	70	W	1	0	5	29.91	75.9	64	SSE	1	0	5	0	0	0	0	0	0
Taihou	11	30.02	76.2	77	...	0	0	5	29.98	76.1	63	...	0	0	5	0	0	0	0	0	0
Taihu	...	30.01	76.2	79	...	0	0	5	30.01	76.2	79	...	0	0	5	0	0	0	0	0	0
Tainan	...	30.01	76.2	79	...	0	0	5	29.95	76.0	70	...	0	0	5	0	0	0	0	0	0
Koshun	...	29.99	76.1	88	E	2	0	5	29.97	76.1	84	NE	2	0	5	0	0	0	0	0	0
Pescadore	...	29.91	75.9	65	...	0	0	5	29.96	76.0	66	E	2	0	5	0	0	0	0	0	0
Hong Kong	14	29.91	75.9	67	E	4	0	5	29.96	76.0	67	E	3	0	5	0	0	0	0	0	0
Gap Rock	...	29.92	75.9	67	E	4	0	5	29.92	76.0	65	SSE	2	0	5	0	0	0	0	0	0
Macao	...	29.89	75.9	68	SSE	2	0	5	29.92	76.0	65	SE	3	0	5	0	0	0	0	0	0
Hoihow	...	29.91	75.9	81	...	0	0	5	29.87	75.7	74	SE	3	0	5	0	0	0	0	0	0
Pratas Island	...	29.91	75.9	81	...	0	0	5	29.87	75.7	74	SE	3	0	5	0	0	0	0	0	0
Phu Lien	16	29.79	75.6	76	S	6	0	5	29.90	75.5	70	S	2	0	5	0	0	0	0	0	0
Tourane	...	29.81	75.7	79	S	2	0	5	29.89	75.3	74	S	2	0	5	0	0	0	0	0	0
Cape St. James	...	29.88	75.8	81	ENE	6	0	5	29.95	76.0	77	SE	2	0	5	0	0	0	0	0	0
Basco	14	29.89	75.9	81	SE	4	0	5	29.95	76.0	77	SE	2	0	5	0	0	0	0	0	0
Aparri	...	29.89	75.9	83	NE	4	0	5	29.95	76.0	77	SE	2	0	5	0	0	0	0	0	0
Tuguegarao	...	29.88	75.8	85	NW	4	0	5	29.92	76.0	68	NW	2	0	5	0	0	0	0	0	0
Vigan	...	29.87	75.8	85	NW	4	0	5	29.93	76.0	72	NW	2	0	5	0	0	0	0	0	0
Manila	...	29.85	75.8	85	ESE	4	0	5	29.93	76.0	72	NW	2	0	5	0	0	0	0	0	0
Legaspi	...	29.85	75.8	86	N	2	0	5	29.92	76.0	79	S	2	0	5	0	0	0	0	0	0
Calbayog	...	29.85	75.8	85	S	2	0	5	29.94	76.0	76	NW	2	0	5	0	0	0	0	0	0
Tacolban	...	29.85	75.8	86	S	4	0	5	29.92	76.0	78	NW	2	0	5	0	0	0	0	0	0
Iloilo	...	29.86	75.8	86	NE	4	0	5	29.92	76.0	77	N	2	0	5	0	0	0	0	0	0
Cebu	...	29.83	75.7	86	N	4	0	5	29.90	75.9	74	N	2	0	5	0	0	0	0	0	0
Surigao	...	29.82	75.7	86	ESE	2	0	5	29.90	75.9	74	ENE	2	0	5	0	0	0	0	0	0
Saipan	11.00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Guam	12.22	29.86	75.8	...	NE	6	0	5	4.22	...	...	...	...	...	...	...	...	...	...	...	...
Yap	11.00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pelew	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Labuan	14	29.81	75.7	90	S	2	0	5	29.89	75.7	80	...	...	...	...	...	...	...	...	...	...

January 26d. 10h. 40m.—The Eastern Sea depression is now central over mid-Japan. The Tonkin depression is filling up.

A strong anticyclone is central over N. China.

The monsoon will freshen considerably along the S.E. coast of China and over the N. China Sea.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 0.11 inch, against an average of 1.02 inch.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON JANUARY 27.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC

12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN TO CANADA AND U.S.A.

Ship	From	Arrive	Ship	From	Arrive
Empress of Japan	Hong Kong	Feb. 8	Empress of Japan	Hong Kong	Feb. 10
Empress of Asia	Hong Kong	Feb. 18	Empress of Asia	Hong Kong	Feb. 20
Empress of Canada	Hong Kong	Mar. 5	Empress of Canada	Hong Kong	Mar. 7
Empress of Russia	Hong Kong	Mar. 18	Empress of Russia	Hong Kong	Mar. 20
Empress of Japan	Hong Kong	Apr. 1	Empress of Japan	Hong Kong	Apr. 3
Empress of Asia	Hong Kong	Apr. 10	Empress of Asia	Hong Kong	Apr. 12
Empress of Canada	Hong Kong	Apr. 25	Empress of Canada	Hong Kong	Apr. 27
Empress of Russia	Hong Kong	May 8	Empress of Russia	Hong Kong	May 10
Empress of Japan	Hong Kong	May 22	Empress of Japan	Hong Kong	May 24
Empress of Asia	Hong Kong	May 31	Empress of Asia	Hong Kong	Jun. 2
Empress of Canada	Hong Kong	Jun. 15	Empress of Canada	Hong Kong	Jun. 17
Empress of Russia	Hong Kong	Jun. 28	Empress of Russia	Hong Kong	Jun. 30
Empress of Japan	Hong Kong	Jul. 12	Empress of Japan	Hong Kong	Jul. 14
Empress of Asia	Hong Kong	Jul. 21	Empress of Asia	Hong Kong	Jul. 23
Empress of Canada	Hong Kong	Aug. 4	Empress of Canada	Hong Kong	Aug. 6
Empress of Russia	Hong Kong	Aug. 17	Empress of Russia	Hong Kong	Aug. 19

(Call at Nagasaki the day after departure from Shanghai.)

† Calls at Honolulu on May 8. † Calls at Honolulu on June 6.

HONG KONG-MANILA

Ship	From	Arrive
EMP. of CANADA	Hong Kong	Feb. 7
EMP. of RUSSIA	Hong Kong	Feb. 9

Telephone:

Passenger Dept. 20752

Freight # 20042

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ASAMA MARU ... Wednesday, 4th February

TAIYO MARU ... Thursday, 19th February

SEATTLE, VICTORIA via Shanghai & Japan Ports.

HIKAWA MARU ... Thursday, 12th February

HEIAN MARU ... Thursday, 25th February

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez

KASHIMA MARU ... Saturday, 7th February

YASUKUNI MARU ... Saturday, 21st February

SYDNEY & MELBOURNE via Manila & Ports.

KITANO MARU ... Thursday, 19th February

BOMBAY via Singapore, Penang & Colombo.

TOTTORI MARU ... Thursday, 28th January

YAMAGATA MARU ... Saturday, 31st January

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

GINYO MARU ... Sunday, 1st February

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KAWACHI MARU ... Thursday, 26th February

NEW YORK, BOSTON via PANAMA.

ATAGO MARU ... Friday, 6th February

TAKEOTO MARU ... Sunday, 1st March

LIVERPOOL via Port Said, Stamboul (Constantinople),

Genoa & Marseilles.

DELAGOA MARU ... Sunday, 15th February

CALCUTTA via Singapore, Penang & Rangoon.

RANGOON MARU ... Friday, 30th January

NAGATO MARU ... Saturday, 7th February

SHANGHAI, KOBE & YOKOHAMA.

HAKODATE MARU ... Wednesday, 28th January

KAGA MARU ... Thursday, 29th January

SUWA MARU ... Saturday, 7th February

† Cargo only.

For further information, apply to—

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FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.

ANDRE LEBON ... 3rd Feb.

PORTHOS ... 17th Feb.

CHRONORCAUX ... 3rd Mar.

ATHOS II ... 17th Mar.

D'ARTAGNAN ... 31st Mar.

ANGERS ... 14th Apr.

PELIX ROUSSEL ... 28th Apr.

G. METZINGER ... 15th May

To Yokohama via Shanghai and Kobe.

CHRONORCAUX ... 3rd Feb.

ATHOS II ... 17th Feb.

D'ARTAGNAN ... 3rd Mar.

ANGERS ... 17th Mar.

PELIX ROUSSEL ... 30th Mar.

G. METZINGER ... 13th Apr.

ANDRE LEBON ... 27th Apr.

PORTHOS ... 11th May

COMMERCIAL LINE

For DUNKIRK via Port Said, Oran, Algiers, Marseilles, Rotterdam, (Antwerp).

For Full Particulars, apply to—

Cie. des MESSAGERIES MARITIMES,

Telephone: 20661.

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS: 12,000 TONS;
THROUGH CARGO
17,500 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British	Cargo for H.K.	Through Ports
Helenus	—	153
Kwangtung	—	—
Haiching	1,750	—
Taiyuan	250	—
Amoy	100	1,150
Canton	—	705
Hang Sang	—	2,100
Dutch	—	2,099
Tjiliwong	—	—
Ronda	393	1,057
Shanghai	—	9,700
Norwegian	—	333
Hirundo	—	10,757
Corona	1,711	—
Chipwangtang	2,070	2,520
Prosper	—	—
Hofhow	774	—
Japanese	—	4,555
Kajuni Maru	—	2,530
Dairen	2,033	—
Deli Maru	—	—
Swatow	275	500
Shinsei Maru	—	—
Singapore	1,200	4,408
Chinese	—	509
Chungking	50	—
Tourane	—	—
Yuan Lee	870	—
An Lee	495	1,600
Dairen	—	1,415
Total	12,971	17,475

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:

British	Arr.	Dep.
Dutch	5	5
Norwegian	2	0
Japanese	3	4
Chinese	3	0
Total	16	11

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Kwangtung (British)	Bangkok, Hoikow	58
Haiching (British)	Foochow, Swatow	160
Taiyuan (British)	Shanghai, Amoy	44
Prosper (Norwegian)	Singapore, Hoikow	513
Kajuni Maru (Japanese)	Dairen	176
Total		979

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ENGINEERS.

THE TAKOO DOCKYARD & ENGINEERING COMPANY
SALVAGE TUG "TAKOO"
12,000 H.P. 800 TONS
—DRY DOCK—
Length 787 Feet.
Length on Blocks 750 Feet.
Depth on Centre of
Sill (H.W.O.S.T.) 34 ft. 6 ins.
—THREE SLIPWAYS—
Capable of Handling Ships Up
to 4,111 Tons Displacement.
Electric Crane at Sea Wall,
Capable of Lifting 100 Tons
at 70 Feet Radius.

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ELLERMAN & BUCKNALL S.S. CO., LTD.

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UNITED KINGDOM & CONTINENT

M.V. "CITY OF LILLE" ... London, Rotterdam & Hamburg ... 9th February

S.S. "CITY OF WELLINGTON" ... Havre, London, Rotterdam & Hamburg ... 13th February

S.S. "CITY OF CHESTER" ... Havre, London, Rotterdam & Hamburg ... 5th March

NEW YORK, BOSTON & BALTIMORE

AMERICAN AND MANHATTAN LINE

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & BALTIMORE

M.V. "FOYLEBANK" ... 4th February

M.V. "LOSSIBANK" ... 11th February

M.V. "LAGANBANK" ... 30th March

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ...

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Cape Town.

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P. & O., British India Apcar and Eastern & Australian Lines

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MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BULMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MADAGASCAR, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND
PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.
PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"COMORIN"	15,133	31st Jan.	Bombay, Marseilles and London.
"KIDDERPORE"	5,334	5th Feb. 10 a.m.	Straits, Colombo & Bombay.
"PERIM"	7,646	7th Feb. (Mars.)	L. don, Hull, R. dm. & A'warp
"KASHGAR"	9,006	14th Feb.	Mars, L. don, Hull, R. dm. & A'warp
"MALWA"	10,980	28th Feb.	Marseilles and London.
"KHIVA"	9,135	14th Mar.	L. don, Hull, R. dm. & A'warp
"KHYBER"	9,114	21st Mar. (Mars.)	Mars, L. don, Hull, R. dm. & A'warp
"SOMALI"	16,819	28th Mar.	Marseilles and London.
"RAWALPINDI"	9,128	11th Apr.	Mars, L. don, Hull, R. dm. & A'warp
"KARMALA"	16,568	25th Apr.	Marseilles and London.
"KALYAN"	9,144	9th May	Mars, L. don, Hull, R. dm. & A'warp
"COMORIN"	16,132	23rd May	Bombay, Marseilles and London.
"KASHMIR"	9,855	6th June	Mars, L. don, Hull, R. dm. & A'warp
"KARNATAKA"	16,801	20th June	Bombay, Marseilles and London.
"KASHGAR"	9,006	4th July	Mars, L. don, Hull, R. dm. & A'warp
"RAWALPINDI"	16,819	18th July	Bombay, Marseilles and London.
"KHYBER"	9,114	1st Aug.	Mars, L. don, Hull, R. dm. & A'warp
"RAJPUTANA"	16,808	15th Aug.	Bombay, Marseilles and London.
"KARMALA"	9,128	28th Aug.	Marseilles and London.
"KATHAY"	15,121	12th Sept.	Bombay, Marseilles and London.
"KALYAN"	9,144	26th Sept.	Marseilles and London.

* Cargo only.

† Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Red Sea Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Ship	Tons	From Hongkong	Destination
"TALMA"	10,000	7th Feb.	Singapore, Penang & Calcutta
"TAKADA"	6,940	27th Feb.	do.
"TILAWA"	10,006	17th Mar.	do.
"SANTHIA"	7,754	1st Apr.	do.
"TALMA"	10,000	18th Apr.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Ship	Tons	From Hongkong	Destination
"NELLORE"	6,853	31st Jan. 10.30 a.m.	Malta, Rangoon, Brisbane, Sydney and Melbourne.
"TANDA"	6,956	28th Feb.	do.
"ST. ALBANS"	4,500	1st Apr.	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Co's Steamers to the United Kingdom via New Zealand & Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co's Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Ship	Tons	From Hongkong	Destination
"KHIVA"	9,135	27th Jan. Noon	Shanghai, Kobe & Yokohama.
"MALWA"	10,980	31st Jan. 6 a.m.	do.
"ALPORE"	5,378	1st Feb.	Shanghai, Kobe & Yokohama.
"TANDA"	6,956	8th Feb.	Shanghai, Kobe, Osaka & Yokohama.
"TAKADA"	6,940	8th Feb.	Shanghai, Kobe & Yokohama.
"KHYBER"	9,114	14th Feb.	Shanghai, Kobe & Yokohama.
"SOMALI"	16,819	28th Feb.	Shanghai, Kobe & Yokohama.
"TILAWA"	10,006	28th Feb.	Shanghai, Kobe & Yokohama.
"RAWALPINDI"	16,819	28th Feb.	Shanghai, Kobe & Yokohama.
"ST. ALBANS"	4,500	6th Mar.	Shanghai, Kobe & Yokohama.
"SANTHIA"	7,754	10th Mar.	Shanghai, Kobe & Yokohama.
"KARMALA"	9,128	14th Mar.	Shanghai, Kobe & Yokohama.
"TALMA"	10,000	24th Mar.	Shanghai, Kobe & Yokohama.
"RAJPUTANA"	16,808	27th Mar.	Shanghai, Kobe & Yokohama.
"NELLORE"	6,853	8th Apr.	Shanghai, Kobe, Osaka & Yokohama.
"KALYAN"	9,144	10th Apr.	Shanghai, Kobe & Yokohama.
"COMORIN"	16,132	24th Apr.	Shanghai, Kobe & Yokohama.
"KASHMIR"	9,855	6th May	Shanghai, Kobe & Yokohama.
"TAKADA"	6,940	8th May	Shanghai, Kobe & Yokohama.
"KARNATAKA"	16,801	22nd May	Shanghai, Kobe & Yokohama.
"KASHGAR"	9,006	6th June	Shanghai, Kobe & Yokohama.
"ST. ALBANS"	4,500	6th June	Shanghai, Kobe & Yokohama.
"RAWALPINDI"	16,819	18th June	Shanghai, Kobe & Yokohama.
"KHYBER"	9,114	3rd July	Shanghai, Kobe & Yokohama.

